

Weather

Gloomy and misty today. The maximum temperature yesterday was 53 and 44, the figures for the corresponding day last year being 43.2 and 30.5.

THE CHINA PRESS

報 陸 大

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FOCH ADDRESSES ALLIED COUNCIL ON TROOPS TO POLAND

Question Of Dantzig And Railways Must Be Settled, He Says

TO ISOLATE RUSSIA

Feeling Tends Toward Strengthening States On Its Border

TERMS TO ENEMY

Will Include Reduction Of Army Strength To Twenty Divisions

(Reuter's Agency War Service)

Paris, February 27.—Marshal Foch addressed the Council of Ten today on technical questions connected with the transport to Poland of two divisions of Polish troops, now in France under General Haller, to render immediate aid and also the delivery to the Poles of munitions of war to enable the Polish forces to maintain their opposition to the Bolshevik and Germans. Financial and economic assistance is contemplated.

Addressing the Council of Ten Marshal Foch pointed out that the question of Dantzig and the two railway lines connecting Dantzig with the interior of Poland must be definitely settled as it was inadvisable to land Polish troops in a town and convey them over railway lines actually in the possession of the Germans.

French circles state that the claims made by France in Morocco concerning Tangier ensure an effective government of the town, limited only by certain specific guarantees to Great Britain and Spain.

The views of France were expressed to the Council of Ten concerning the future political status of Morocco. France wishes to have a free hand to act and the Algeiras Agreement to be abolished and Tangier to come under the French protectorate. By agreement with Spain, France will settle the difficulties regarding the Spanish zone in Morocco.

To Reduce German Army

The final military terms to be demanded from Germany include four separate submissions—military, naval, territorial and economic. The total strength of the German army in future will consist of fifteen infantry and five cavalry divisions. The General Staff must be disbanded, the teaching of war as a science will not be allowed, a definite limit will be placed on the quantity of arms and munitions in Germany and no German armed forces will be allowed west of the Rhine.

The general feeling of the Conference now tends towards solving the Russian problem by strengthening the independent States forming a fringe round Russia.

Plenary Session Next Saturday

Saturday, March 8, has been provisionally fixed for the next plenary session of the Conference, when the reports of the various Commissions may be presented. The most important is that of the Reparations Commission, which deals with the principle upon which compensation is to be exacted and the estimate of the Allies' bill.

Another important report concerns examining the responsibility of the war.

Sympathetic comment appears in the French press concerning the speech made by President Wilson on his arrival in Boston, Mass. President Wilson was right in congratulating his countrymen on having entered into the war solely in defense of an ideal and it is but right to acknowledge that the Belgians, English and French were actuated by the same motives.

The head of the Japanese Peace Delegation, Marquis Saionji, is due at Versailles today. He is greeted by the French press as the Liberal leader of his country and as enjoying a close friendship with M. Clemenceau.

Expect To Sink German Ships
Paris, February 18, (delayed).—It is probable that the surrendered German warships will be destroyed. The idea of dividing them among the Allies has lapsed.

The Allies' bill to Germany for financial reparation of her guilt

China Peace Parley Suspends; Northern Delegation Resigns

Quits As Protest Against Peking Government's Attitude Of Evasion

The China peace conference is on the rocks. For the time at least it has suspended. Early yesterday morning the Northern delegation telegraphed to Peking its resignation. Unless Peking meets its demands before tomorrow the Southern delegation will do the same. No more meetings are scheduled.

At the informal session Mr. Chu Chi-chien, chief Northern delegate, announced that in view of the incomprehensible attitude of the Peking government his delegation had resigned in a body and that in view of that fact there was no necessity of setting any date for the next session of the conference. Mr. Tang Shao-yi, chief Southern delegate, testified to the patriotic motives of the Northern delegation and the harmony which had characterized the relations of the two delegations. He expressed a hope that the Peking government would find a way to solve the existing deadlock.

The suspension of the conference is taken here as proof of the strength of the militarist faction in the North and its triumph over President Hsu Shih-chang. It is realized that Hsu has had to evade on the protests against the military aggressions in Shensi because he has not had the power to stop them. It is realized also that the militarists have taken their defiant attitude as a disciplinary measure and an object lesson to those who want to bring about a real peace and end the dominion of grafting Tzu-chuns and loan-jobbing brokers working with Tuan Chi-jui as tool. And the incident gives proof that the militarists still remain the dominating factor in China, the patriotic Chinese elements and the Foreign Powers to the contrary notwithstanding.

Japan Is Recalling Military Attaches

Withdrawing Men Trying To Conclude Arms Pact With China, Says Tokio

(Reuter's Pacific Service)

Tokio, February 28.—The alleged text of the Sino-Japanese military agreement given publicity in China, according to which arsenals are to be built at Tientsin, Hankow and Shanghai as a joint concern; China is to buy arms from them or direct from Japan for ten years to the amount of Yen 30 million every year; that China shall not restrict the export of iron to Japan during that period; and two other terms are officially contradicted. The Kokusai agency is authoritatively informed that the attempt by some of the militarists in Japan to support the Chinese militarists by concluding a military agreement has been stopped by order of the Government. Colonel Matsui, the Japanese Military Attaché at Shanghai, has already been recalled from Shanghai while General Sato is expected to return home soon.

Will Give Tiffin To Mr. J. J. Abbott

Visiting Banker To Be Guest Of American Organizations

Mr. John J. Abbott, prominent American financier and official representative of the American Bankers' Group, will be the guest of the committees of the American Association and the American Chamber of Commerce at tiffin at the American Club tomorrow.

Mr. Abbott, who expects to be in China for some time, making a comprehensive survey of financial conditions, leaves for Peking Tuesday.

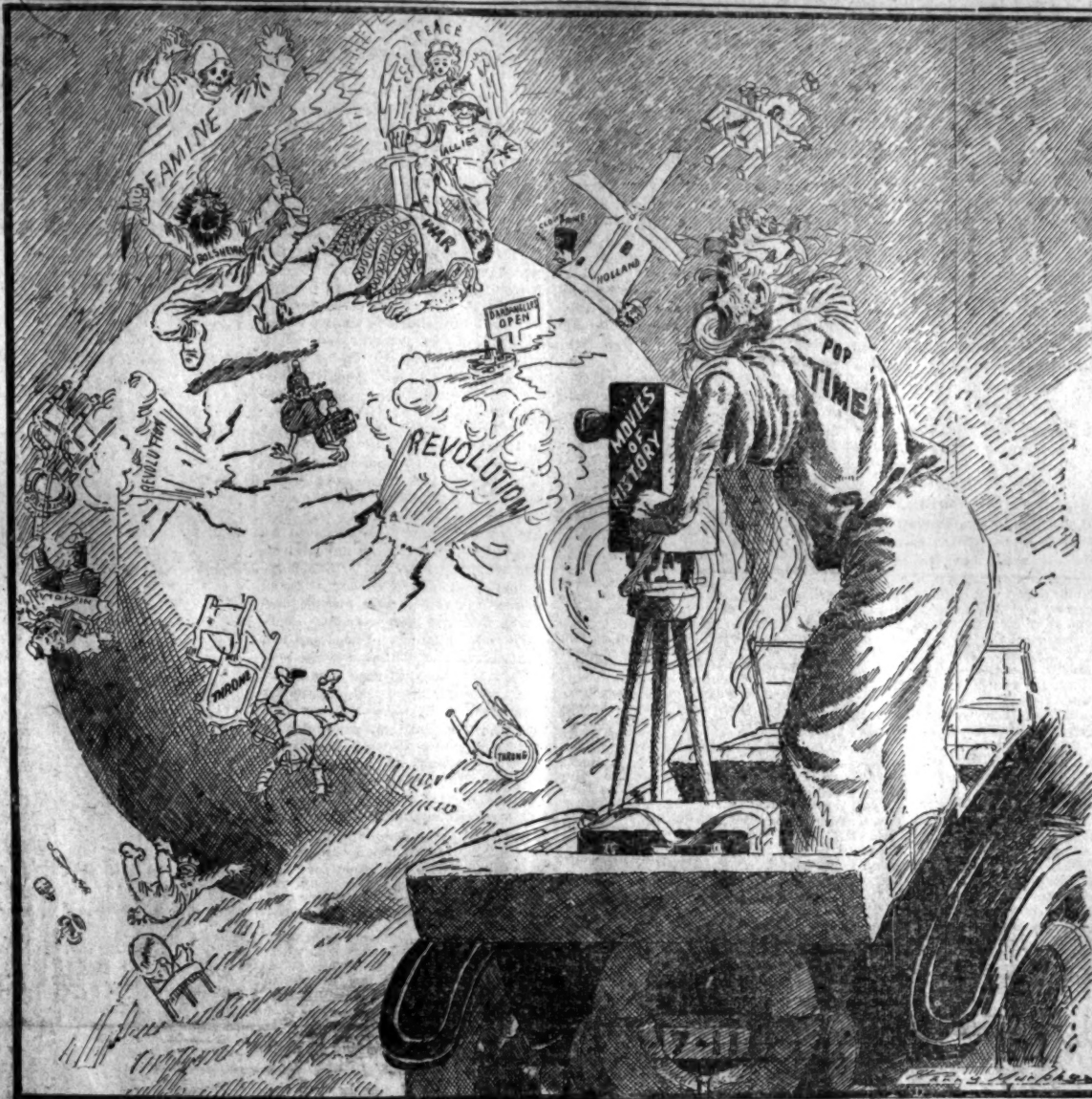
Chinese Delegates Pay Their Respects To M. Clemenceau

(French Wireless)

Paris, February 28.—(Via Lyons and Koukaza). The Chinese Delegation at the Peace Conference, headed by the Minister of Foreign Affairs, Mr. Lu Cheng-hsiang, has addressed to M. Clemenceau its best wishes for his prompt recovery. It also expressed its desire to see him resume his seat as President of the Peace Conference.

HIS BUSY DAY

By Harry Murphy



PRINCE OF WALES' BRIDE TO BE ITALIAN PRINCESS

Yolande Chosen To Be Wife Of Heir To English Crown

(Reuter's Agency War Service)

Paris, February 18, (delayed).—The Queen of Italy will visit Paris at the same time and stay at the same hotel as the Prince of Wales, in connection with the marriage arranged between the heir to the English Crown and Princess Yolande.

36 LABOR DISPUTES ARBITRATED IN BRITAIN

Boilermakers And Engineering And Shipbuilding Trades Have Claims At Issue

(Reuter's Agency War Service)

London, February 27.—The Ministry of Labor states that 36 labor disputes are being referred to arbitration this week, including the boilermakers' claim for an advance of 20 percent advance and disputes affecting the engineering and shipbuilding trades.

Exchange At Lille Will Open March 3

Industrial Bourse Closed Since Germans Occupied City To Do Business Again

(French Wireless)

Paris, February 28.—(Via Lyons and Koukaza). A message from Lille says that the Mayor of Lille has decided to fix March 3 as the date for re-opening the Exchange which the German occupation kept closed such a long time. It is certain that the Lille Exchange, where the members deal specially with the quotations of coal, metals and petroleum, will not be long before it regains the large amount of business which it used to handle before the war.

To Investigate Conditions At German Deportees' Camp

Allied Doctors To Act On Receipt Of Enemy Subjects' Charges Of Hardships At Nantao

(American Press Wireless)

Paris, February 26.—Marquis Saionji, senior member of the Japanese Delegation to the Peace Conference, arrived at Versailles today. He said, the policy of the present Japanese Government . . . (three words lost) China, whom we are prepared to meet more than half way in all future negotiations. Japan strongly supports the League of Nations, as ensuring a more free and effective civilization.

Two commissions, one composed of Allied doctors and the other representing the American Red Cross, will make a thorough investigation this morning of the conditions at the Nantao Embarkation Depot where some 400 enemy subjects are awaiting deportation. The investigations result from protests of Germans who assert that Chinese authorities have been lax in providing necessary accommodations.

The board of foreign doctors will include one American, one British, one French and one Chinese and will leave the Bureau of Foreign Affairs at ten o'clock. The American Red Cross commission will be headed by Mr. W. A. B. Nichols and will include Captain J. B. Fearn, R.A.M.C.; Dr. J. C. McCracken and perhaps others. The Red Cross party will be at the embarkation depot an hour before the board of foreign doctors arrive.

A letter protesting against conditions at the camp was sent yesterday to the American Red Cross by Mrs. Lois Laurens, an American woman married to a German. Copies of this letter were sent to other organizations, one being forwarded to The China Press by Dr. William H. Lacy of the Methodist Publishing House. Two reporters for The China Press went out to the camp and found the charges in the letter, although exaggerated, to be such as to bear investigation. Although Chinese officials who are attempting to deal with the situation are doing the best they can, foreign doctors this morning will probably make some radical changes in the sanitary and heating arrangements and rationing.

Mrs. Laurens charges that men, women and children are housed in an old industrial school. The building has no ceiling between the second floor and the rafters and is cold and uncomfortable. Small stoves afford little comfort and in many cases, particularly those of small children, hardships fall on the

enemy subjects. Overcoats are a necessity.

Separate rooms are given over to families. In some instances these are crowded and little comfort can be derived from the hard wooden beds. Enemy subjects complained yesterday that sufficient bedclothes were not provided, either in the big room on the ground floor, where there are between 300 and 400 beds and in the rooms on the first floor set aside for families.

Little protection is afforded against fire, with the narrow stairways and corridors and lack of fire-fighting apparatus. Firemen are on duty, hose is available—locked in a matchbox—and the pump by which water was to be taken from water mains or a nearby lake, in case of fire, was out of commission yesterday.

JAPAN WILL MEET CHINA HALF WAY, SAYS SAIONJI

Senior Member Of Nippon Peace Delegation In France Gives Assurance

(American Press Wireless)

Paris, February 26.—Marquis Saionji, senior member of the Japanese Delegation to the Peace Conference, arrived at Versailles today. He said, the policy of the present Japanese Government . . . (three words lost) China, whom we are prepared to meet more than half way in all future negotiations. Japan strongly supports the League of Nations, as ensuring a more free and effective civilization.

POLISH DIET DISPLAYING SPIRIT OF MODERATION

Trying To Show Gratitude To Allies For Help In Freeing Country Of Germans

(American Press Wireless)

Paris, February 26.—The following is a communique from Mr. John Bass, American press representative with the American Mission to Poland, dated February 24: A spirit of great moderation and common sense is being displayed in the Polish Diet, auguring well for the establishment of a permanent government in Poland and doing credit to the statesmanlike qualities of the leaders of all political parties. M. Paderewski has the confidence of all parties. One of the chief aims of the government is to prove to the Allied command that Poland appreciates the Allies' generous help in ridding Poland of the Germans. The German republic appears to be only a fraud. Marshal Foch has given orders to the Germans and Poles to cease fighting. The Poles' answer was obedience. The Germans' answer was the bombardment of the Polish troops.

GET YOUR PARCEL POST

Americans who have been advised that they have parcel post mail at the United States Postal Agency are requested by the Post Office authorities to take immediate delivery in order that congestion caused by the arrival of 1,940 sacks of mail on the Fushimi Maru may be relieved. Much of the third class matter remains to be sorted.

PEACE CAN'T LAST WITHOUT A WORLD UNION, SAYS WILSON

Won't Stand For Generation Unless Guaranteed By Combined Powers

CITES NEW STATES

Poles, Czechs And Others Cannot Be Independent Except In League

PARIS VIEW VEERS

Now Ardently Behind Wilson In Favor Of League Of Nations

(Reuter's Agency War Service)

Boston, February 25.—Replying to the welcome home, President Wilson said that while he was not willing to anticipate the report of the Peace Conference he could say that the task of the Conference was one of great complexity by which every nation, great or small, was affected.

He had been struck by the moderation with which the representatives of the various nationalities had presented their national claims. They had always come first to the representatives of the United States because no nation in Europe suspected the motives of America.

The United States had won the enviable distinction of being the friend of mankind. When soldiers were required anywhere they asked for American soldiers, and it had been an infinite pleasure to see the gallant Americans who had convinced Europe that the United States had put all her means at the disposal of those fighting for the cause of human right and justice, not for national claims, but for the claims held in common by mankind.

Europe had risen from despair to full hope of a settled peace, believing that we are at the eve of a new age when nations will support one another to see right shall prevail. America is now the hope of the world and if she did not justify that hope the results would be unthinkable. The nations would be in hostile camps again and the men of the Conference would go home again without hope, knowing, they had failed. America would have to keep her great powers for narrow provincial selfish purposes.

"Do you realize how many new nations are going to set up in the presence of old and powerful nations in Europe and left there, if left by us, without a disinterested friend? Do you believe in the Polish cause as I do? Are you going to set up Poland, immature and inexperienced and as yet unorganized, and leave her with a circle of armies around her? Do you believe in the aspirations of the Czechs-Slovaks and Jugos-Slavs as I do? Do you know how many powers would be quick to pounce on them if there were no guarantees of the world behind their liberty? Have you thought of the sufferings of Armenia? You poured out money to help succor the Armenians after they suffered; now set up your strength so they shall never suffer again. The arrangements of the present Peace cannot stand for a generation unless guaranteed by the united forces of the civilized world."

President Wilson concluded that he had no doubt about the verdict of America and he did not believe that progress was going to fall short of the goal. "Peoples, not governments, were in the saddle and they would see that if the present governments did not do their will others should."

French Sentiment Veers

(American Press Wireless)

Paris, February 26.—Le Temps today in a striking leading article indicates that a complete change of view has taken place in circles here that have hitherto been marked for a tendency to criticize President Wilson. Owing to the report of a bitter campaign in America against the League of Nations, Le Temps evidently for the first time faces the alternative to the existence of the League of Nations, and concludes

(Continued from Page 6)

that it is wholly indispensable to the peace of the world.

In alarm at Americans rejecting the League, Le Temps calls on Americans not to let the League fall, saying: "The League of Nations appears to us as a fundamental necessity against which no confederation or party should prevail." The paper further approves the present undated form of the covenant, which allows of unlimited growth and adaptability to future needs. This article would seem to show that it is not considered any longer that the subject of the League or President Wilson's policies stimulate opposition and criticism, and it also rather proves that such opposition before was never intended to obstruct, which was the view consistently upheld by excitement and misunderstandings.

Eyes Turned To America

Paris, February 28.—European eyes are turned towards America, where it is believed, President Wilson's Boston speech will be the signal for the opening of a great public discussion of the League of Nations, a debate which will decide America's whole future, and consequently Europe's future too. It is no exaggeration to say that at present there is scarcely a person in France who is not wholeheartedly a partisan of the League of Nations.

This idea has indeed long been current among French Liberals. M. Leon Bourgeois has been known for years as one of the leaders of international thought. The French Government, under M. Clemenceau's realistic domination, scoffed at the idea of the League, but there came a moment when M. Clemenceau saw his error and realized that the League was for such a League was inevitable, and in the end the French plan went far beyond the British, which was the only other really Government plan laid before the Conference.

The difficulty of the League of Nations Commission came not because France was trying to block the League, as some people seemed to think, but because France wanted to go much further than the British and Americans and thus at the present time the French people are listening in amazement to reports from America that a large number of Americans want their country to return to its former isolation.

Papers rally to League's Support. Even conservative Parisian papers express their surprise, saying: "It is not the League of Nations, it is the kind of League of Nations which alone should be considered. If American opinion fails to understand the League's usefulness, then the public debate will fall below all expectations."

M. Alfred Capus writes in the Figaro: "What President Wilson really added to this idealism was his far-sighted vision of the future through the Society of Nations. It is believed here that it is impossible for one great nation to isolate itself. Modern wars are far too contagious. The United States made every effort to abstain from the present war without success. The peace of Europe and every other part of the world interests the United States just as directly as any other nation. Everything points to the fact that the United States is about to become one of the greatest exporting nations in the world, perhaps second only to England. Once our industries have become keyed to the world any derangement of the world's peace would be bound to bring disaster. Not only our idealism, but our commercial interests are bound up in the realization of the League of Nations for the prevention of war."

WUHU RICKSHA COOLIES GO ON STRIKE AND WIN

China Press Correspondence. Wuhu, Anhui, February 26.—Everybody walked in Wuhu yesterday, except those who are fortunate enough to have their own rickshas or chair or horse, when over seven hundred ricksha pullers stopped work as the result of an attempt to raise the price of daily rental from fifty-two coppers to fifty-eight. So complete was the strike that not a ricksha was to be had in the whole city, and rich and poor alike walked the streets on necessary errands. Groups of coolies at the large ricksha stations effectively prevented any who might be willing to pull, even those who own their own vehicles.

The strike occurred about the middle of the forenoon and lasted through the day and last night. Everything was peaceful and order, by as one would scarcely notice that any thing was wrong except that a ricksha was nowhere to be seen, whereas ordinarily the streets are swarming with them. The coolies won out as they had in the whole city, and rich and poor alike walked the streets on necessary errands. Groups of coolies at the large ricksha stations effectively prevented any who might be willing to pull, even those who own their own vehicles.

About four years ago there were only about a half dozen pneumatic tired rickshas in Wuhu when suddenly the whole field was completely monopolized by them and it is almost impossible to find one of the old style iron-tired now. There are between seven and eight hundred rickshas in the city, supplied by nine big "hongs" and ten of a dozen smaller shops. These are rented usually in groups of ten to men who sublet them or secure pullers for the ten. Each ricksha is operated by two men in twelve hour shifts, or sometimes in four six hour shifts. Privately owned, fancy rickshas are coming to be much in evidence. There are as yet no roads suitable or adequate for motor cars.

A public telephone service is now in process of installation in Wuhu. The Standard Oil Co. of N. Y. are putting up an office building on the new bund below the city, near the Butterfield and Swire godowns. It is a frequent sight these days to see a gunboat or freighter that has recently been in war service steaming up the river or at anchor in port, in many cases with its coat of war paint still on, and unchanged.

A RUSSIAN GRAND DUKE DISCOURSES ON MANKIND

90 Percent Of People, He Observes, Are Bad, The Ten Percent Being Grand Dukes

(American Press Wireless). Paris, February 26.—One of the strangest luncheon gatherings in Paris was seen when Mr. Gompers and other Laborites sat down as the guests of Grand Duke Alexander of Russia. The luncheon was arranged by Mr. Charles Meyer, the New York munition broker. The topic of discussion was Bolshevism, in which the tall, aristocratic Grand Duke and the sturdy little labor leader reached striking unanimity.

The Grand Duke made some disparaging criticisms. Mr. Gompers pointed out his own independence, saying that he supported or opposed the President as occasion demanded and recalled that he had twice defeated President Wilson, namely, over the Immigration Bill veto.

The Grand Duke expressed scorn of the League of Nations and labeled it a "Dough Boy-Tommie scheme," saying that the world's other millions would accept the American-English plan temporarily perhaps but eventually they would give up the League. He characterized Bolshevism as a disease requiring to be quarantined. The Allies should supply quarantine troops throughout Russia to prevent it from spreading farther, and furnish supplies to the Russian anti-Bolshevik to enable them to regain control. He said that Bolshevism was already cropping up in France and England and would soon appear in America, but the latter's attitude reminded him of the German proverb concerning the village of the United States who set fire to the other end of the street, feeling confident that it would not spread to his house.

He said it must be recognized that Bolshevism grew because ninety percent of all people are bad, of which Mr. Duncan laughed, loudly asserting his own theory that ninety percent were good. Mr. Duncan, took issue at the criticism of President Wilson's League of Nations. Mr. Duncan saying that the American attitude towards Russia was that she should be allowed to work out her own destiny. The Grand Duke said that the construction of the League of Nations made him think of the way in which the French play poker, playing a deck with the Joker wild, now that President Wilson has gone home.

23 Armed Robbers Receive Sentences

Sixteen Sent To Arsenal And Others Imprisoned By Mixed Court

Yesterday was retribution day for armed robbers at the Mixed Court when sentences were given in three cases, affecting 23 men.

Twenty-one of such gentry appeared before Assessor Hayashide and Magistrate Tsang in one batch. Of these 14 were ordered handed over to the Arsenal authorities, two received sentences of 5 years each, one was handed over to the Chinese City authorities, three were expelled from the Settlement and one was released on bond. In two other cases individuals were ordered handed over to the Arsenal officials.

A further batch of twelve men charged with armed robbery appeared before Assessor Tenney and Magistrate Wong, the case being adjourned.

A Chinese convicted of burglarizing the home of Mrs. C. Dick, 93 Bubbling Road, was sentenced to nine months' imprisonment and another charged with receiving stolen property was fined \$30.

Foreign Ministry Vacant In Bavaria

(French Wireless). Basle, February 28.—(Via Lyons and Koukasa). A telegram from Munich says that Dr. Buehler, former Director of Mines, who assisted on Wednesday at the sitting of the Council of the Committees of Workers and Soldiers, left suddenly for Berne on Thursday morning. Furthermore Herr Loerster, who arrived from Berne about the same time, declined the offers of the Government. The Ministry of Foreign Affairs therefore remains without a head.

Will Investigate Camp At Nantao

(Continued from Page 1). Admiral Tsai Ting-kan, head of the Repatriation Bureau here. The matter is in charge of General Lu Yung-hsian. Technical reports will be submitted to the proper authorities early this afternoon, according to plans announced last night, and any necessary action will be taken if the reports so demand. An official said last night, "If the technical reports substantiate the protests, all sorts of machinery will move."

First To Go March 11. The first enemy subjects to be deported from China will go aboard liners in the harbor next Saturday and the embarkation will continue Sunday and Monday. Three ships will sail for Austria and Germany on Tuesday morning. Trains bringing 498 persons and 15,000 pieces of baggage will arrive here tomorrow.

China Labor Battalions Did More Than Coolie Piagin

Dr. Fearn Tells Of Incident When They Took An Active Part In Fighting

To the further glory of the Chinese coolie veteran returning from France he recorded that the men of roads and bridges, the transport of materials, the unloading of ships and the construction of aerodromes were not his only contribution toward the downfall of Kaiser Bill. There were times when the khaki-clad lads from Shantung arose in wrath and dashed into disputed territory to bring the Germans poignantly and painful realization of the Eastern Republic's presence in the war. An instance of which was given yesterday by Capt. J. B. Fearn, R.A.M.C., who related some of his experiences during two years at the front to nearly a hundred members of the Saturday Club at the Carlton.

On the occasion in question, Capt. Fearn said, a Labor Battalion was working a short distance back of the lines and of an evening enemy planes came over and dropped some bombs which did some damage among the laborers. Whereupon the Chinese anger kindled. Next morning long before reveille it was burning brightly and moving quietly so as not to arouse their officers, the men became active. They got hold of a quantity of bombs and grenades and swarmed over to pay the Germans back; and they settled the debt handsomely. In his interesting discourse on his experiences and observations in France, Dr. Fearn paid high tribute to the thorough and efficient way in which Great Britain cared for the Chinese Battalions.

"Roughly in the neighborhood of 100,000 Chinese were sent to France," he said, "and to the glory of the British Admiralty be it said that not a single life was lost at sea. The transports were in constant communication with the naval officials, were closely convoyed from Singapore on to France and every precaution for their safety was observed. Landed, the men were transported to a base camp where they were outfitted just as thoroughly as the British Tommy. Throughout the Chinese laborers received the same care and attention as the British fighting man. Their hospitals were as completely equipped and up to date as any others along the consideration shown in every way was such as to do the hearts of all well-wishers of China good."

"When they had been outfitted and inspected they were made up into companies of about 500 each, with at least one Chinese speaking officer whenever possible, who was assisted by Chinese 'gangers' selected after observation on the way to France. And so they stretched all along the fighting line, doing their important share in the great war."

The speaker referred to Lieutenant-Colonel G. D. Gray, formerly of the British Legion at Peking, and his solicitude for the Chinese troops, sending groups of medical officers, among them himself, on regular and frequent inspection tours. The sacredness of the Chinese burial was a point thoroughly realized by the authorities, he said, and every laborer who died received a military burial while every grave is cared for and carefully recorded.

In connection with the great Allied air program which would have swung into full speed this spring, Capt. Fearn told of giant aerodromes near Nancy on which 5,000 coolie laborers were working when the armistice came.

"From these aerodromes the British, French and American forces

planned to send 2,500 aeroplanes every day into Hunland. The Germans are not always fools and it may be conjectured that they were wise enough to want to quit in the face of preparations such as these."

The most powerful impression brought him by his observations in France, Capt. Fearn said, was that of the marvelous unity of purpose and action which prevailed among the Allied forces all along the battle-front.

"I saw the fighting men as they stretched from Northern France to Verdun and beyond," he said, "and never did I have the feeling that this division was British, that French or that American. They were all one people bound together and acting together in a great purpose. And seeing it I came to a realization that we have come to a new order of things, that civilization had reached a new plane, standing in a position to thrust down all the things which Kaiser Wilhelm represented. It is up to us now to see that nothing comes between the peoples who have accomplished this. Such a rift is something which Germany is anxious to see and the enemy is active in trying to bring that rift about by spreading abroad poisonous tales purposed to find themselves eventually in the mouths of others and so breed enmity and discord. One such tale, which I have run down to its source in Shanghai since my arrival, was that the ship on which I returned and which brought 1,200 coolies was ridden with disease and death, and that men were lost overboard and drowned. The facts are that we reached China having had but a single hospital case—that of a man suffering from a rheumatic complaint. It is such lies as this that we must guard against and prevent from going abroad. We must carry on the work of the boys in the trenches. Let us not be too ready to extend the hand to the bloodstained hands of our enemies, not because of personal grudge, but because we are enlisted to put down the things which our enemy has stood for; and let us carry on our German repudiation the things she has done and realize that here has been a great mistake."

The meeting yesterday was presided over by Mr. A. G. Stephen, who, in his brief speech of introduction, pointed to Capt. Fearn, an American, in British uniform as the symbol of the closer bonds between the English speaking races. Admiral Tsai Ting-kan also spoke briefly at the time, alluding to his co-directorship of the Repatriation Bureau. "It is said that I am here to repatriate the Germans," he said. "That is not exactly correct. In nature there is a law known as the law of the pendulum. When the pendulum has swung so far in one direction it must swing back. I am not repatriating the Germans, nor is the Government. The Germans are repatriating themselves. China is helping them, and the Allies are helping China. Also, I have been charged in this connection with the great break of the principles of International law. It is the first time since 1914 that I have heard Germans lay claim to International law."

French Club Holds Fancy Dress Ball

A spectacular blending of green and yellow costumes of every sort and description featured the fancy dress ball at the French Club last night.

Every available seat was taken at the dinner served at eight o'clock and the crowd was augmented by after-dinner dancers who taxed the capacity of the beautiful ballroom soon after the music started. The array of colors and costumes worn by the dancers presented a happy sight.

There were clowns, jockeys, bathing girls, pierrots, Shakespearean characters and a host of others. All the ladies were attired in fancy dress while a number of the gentlemen attended in unique and fantastic combinations of green and yellow.

Last night's enjoyable affair is the first in a series to be announced. The second will be a masked ball, to come in mid-March.

The Gondoliers' Again

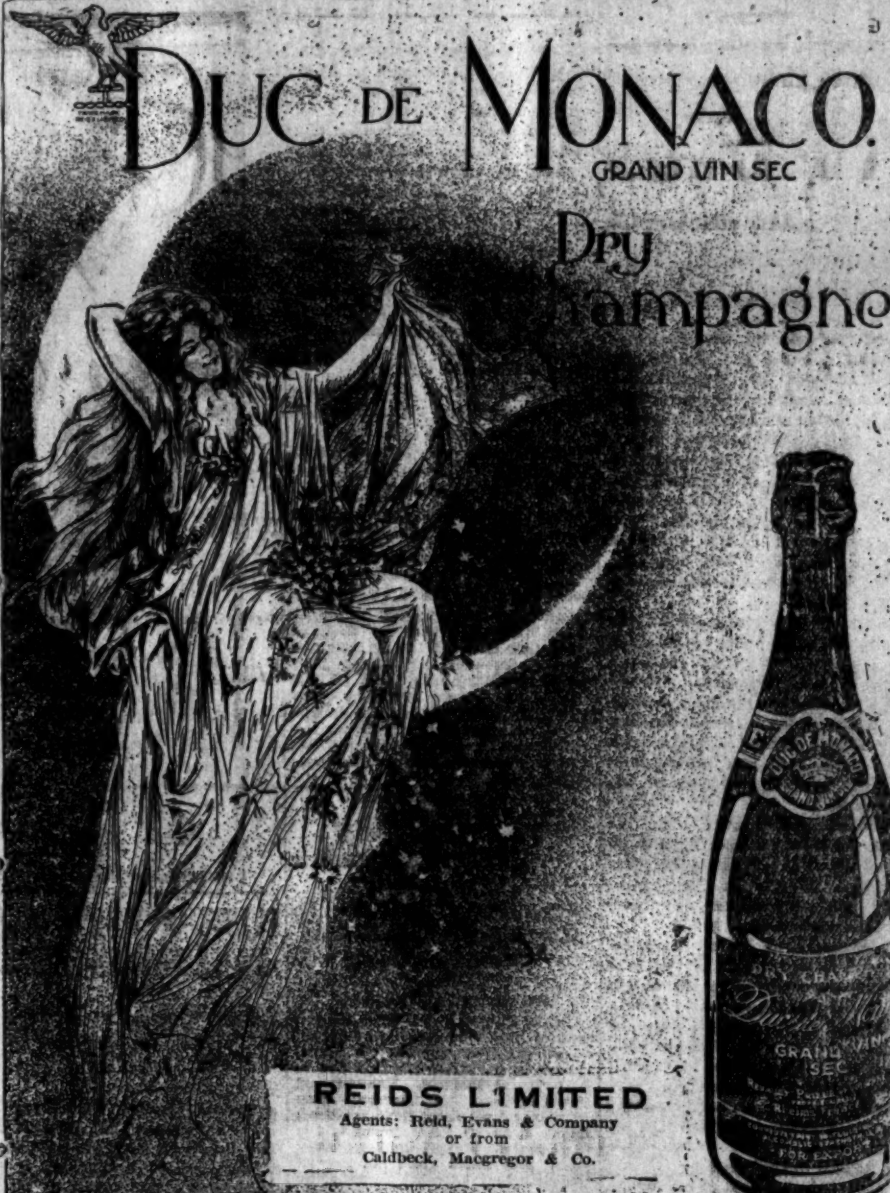
Running off even more smoothly and giving it possible more joy to the audience than on the first night, the A.D.C.'s production of "The Gondoliers" had its second presentation at the Lyceum last night, bringing further praise to the cast and to the able energy of Mr. E. F. Graham-Barrow, the producer.

The theater was packed for the performance and all the indications are that there will be a strong demand for several more renditions than are at present on the program. The cast last night firmly upheld and even added to its previous success. Mrs. Isherwood, as "Cassilda," Mrs. Bryson and Mrs. Ashton, as "Gianetta" and "Tessa" pursued their tuneful way into the hearts of their hearers while, with the greater stateliness appropriate in a Duchess, Mrs. Mathieson did the same. A bit which deserves more than passing recognition in the piece is that of "Inez," foster mother of the king. It is a brief bit but nonetheless a difficult one and in filling it Mrs. G. F. Ashley played and sang her role with the understanding and harmony which the part demands. The ladies of the gondoliers were charming once more and the Cachucha dancers a delight.

Among the men Messrs. Loeber, Odell, Feast, Maitland, Stormis, Haynes, Wilson, Norbury and Newman sustained the good opinions previously formed of them. The chorus was in tip top form and the orchestra, under Mr. Young's apt direction, produced a fine effect. The next performance scheduled for "The Gondoliers" will take place next Tuesday evening at 8:15 o'clock and extra performances will be given at 6 p.m. next Thursday and on next Saturday evening.

French Mobilised Men To Be Given Bounties

(French Wireless). Paris, February 28.—(Via Lyons and Koukasa). During the sitting on Thursday the Chamber of Deputies voted unanimously a bill by reason of which a bounty of 250 francs will be given to every mobilized man. The bill also specifies that the bounty of every individual mobilization will be 50 francs for the men who were actually engaged in the fighting and 15 francs for those who were only mobilized.



DUCE DE MONACO
GRAND VIN SEC
Dry Champagne

REIDS LIMITED
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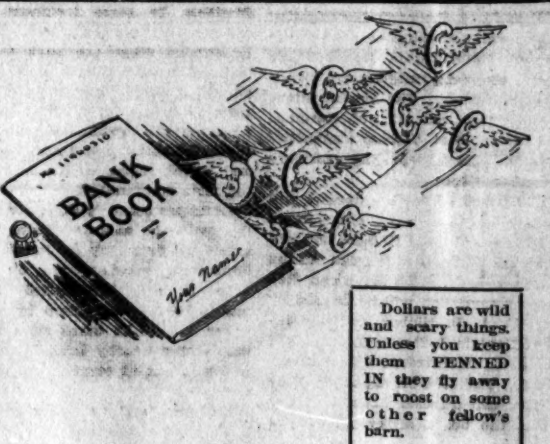
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BANK BOOK

Dollars are wild and scary things. Unless you keep them PENNED IN they fly away to roost on some other fellow's barn.

Don't Be Too Free With Your Bank Book

Every young person should BANK SOME MONEY each month.

The SAVINGS BANK habit is a good habit to FORM.

When you bank it, do not be in a HURRY about drawing it OUT. Give it a CHANCE to GROW!

Bank ALL you can SPARE! Be FIRM about it—be determined!

One cannot arrive by walking ahead a step, and slipping right back again; nor can one BUILD UP a BANK BALANCE that will be a solid BUTTRESS in days to come unless one lets savings remain UNDISTURBED so they will accumulate.

Our SAVINGS department pays 4 per cent. Any sum from one dollar up will open an account. Come in!

THE AMERICAN-ORIENTAL BANKING CORPORATION
15 Nanking Road, Shanghai

G. W. W. SPECIALTIES



HAVE YOU SEEN
THESE WONDERFUL,
WASHABLE RUGS

?

THEY ARE THE ANSWER
TO ALL YOUR FLOOR
COVERING PROBLEMS.

YOU WILL FIND THEM WONDERFULLY
PRACTICAL IN YOUR BEDROOM, PANTRY,
KITCHEN, ETC., WHERE THOUSANDS
ARE NOW BEING USED WITH GREAT
SATISFACTION.

**CONGOLEUM
RUGS**

Durable--Dependable--Sanitary

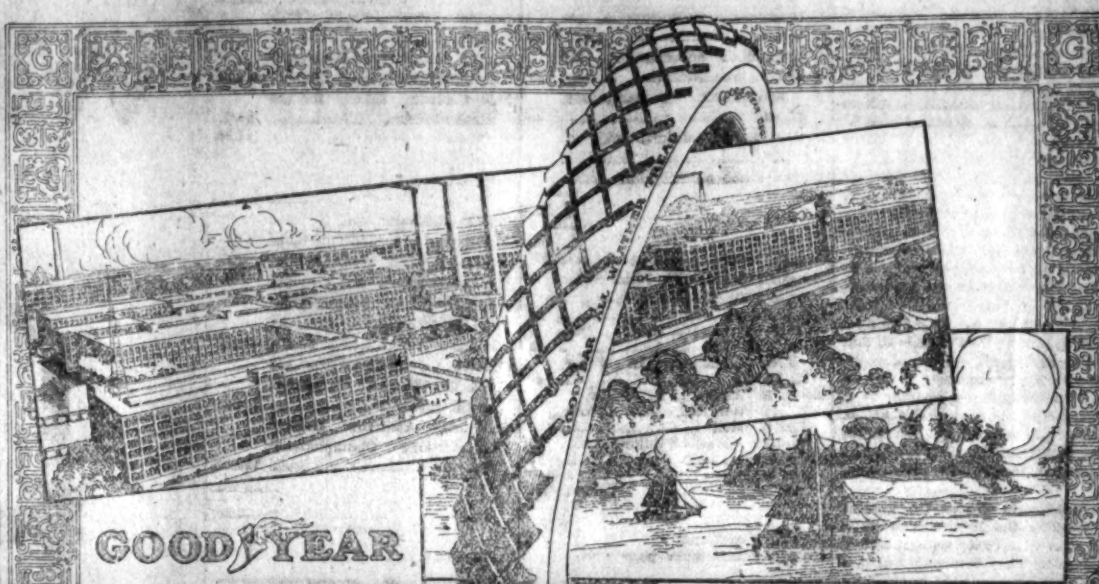
CONGOLEUM LIES FLAT WITHOUT FASTENING.
IT DOES NOT CURL OR KICK UP. IT IS SEAMLESS.

Guaranteed to Outwear Printed Linoleum

THE MORE YOU THINK ABOUT THIS
STATEMENT THE MORE IT MEANS.

FOR SALE AT ALL DEALERS.

IF YOUR DEALER CANNOT SUPPLY YOU,
DO NOT DENY YOURSELF
THE JOY AND PLEASURE
THAT THESE RUGS WILL
GIVE YOU, BUT CALL ON
US AND WE WILL SEE
THAT YOU ARE SUPPLIED.



Where East Meets West

Are You Not Glad When
You Make A Profitable Discovery?

The sort of discovery that puts dollars into your purse
and eliminates mental worry?

This is the happy state of mind and pocket
arrived at by Goodyear customers. They can rely on the
famous All Weather Tread Tire that has achieved such
distinction in the racing and commercial worlds. They
have long since realised, and are helping fellow motor-
ists to realise, that rubber and workmanship of the finest
have evolved a Tire that is

**BUILT TO PROTECT
OUR GOOD NAME.**

TO BE HAD AT OUR SERVICE STATION, 4 THE BUND
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FEI LUNG GARAGE

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Ingersoll Radiolites

TELL TIME IN THE DARK

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This
substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a
great convenience. Just doubly as useful as a watch that shows time only in the daylight.

Five models to select from, including a wrist Radiolite and one in a white case to stand on the bureau:

See Them At Your Dealers



Midget
Radiolite



Waterbury
Radiolite

Leading Importers of

METALS Nails, Tinplates, Bars, Angles,
Sheets, Plates, Zinc Sheets, etc.
INDUSTRIAL Caustic Soda, Chlorate of Potash,
CHEMICALS Acids, Dyes, Tanning Materials,
Rosin, etc.

Gaston, Williams & Wigmore

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Railway & Steamship Supplies
Electrical Equipment & Power Plants

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Chemical Plants Sundry Lines

REAL MENACE OF ARMY IS REVEALED IN PEKING

Troops Surround Capital To Force President To Do Mil- itarist's Bidding

(From Our Own Correspondent)

Peking, February 24.—A Chinese official, very intimately acquainted with the actual facts of the present situation in Peking and the country generally, informed me today in the course of a conversation that he considered the present situation in China the gravest crisis in its recent history. He pointed out that the President stands almost absolutely alone in Peking. He has not a soldier standing by him, not even a corporal's guard. The militarists, however, are very strongly situated, both administratively and strategically. Their henchmen hold most of the important offices in Peking and in the Northern provinces. They have at the present moment 25,000 troops stationed near Peking—at Paoingfu and other places—so that they can overawe Peking and make the President practically their prisoner. The President's position is in many respects worse than that of President Li Yuan-hung during his conflict with the militarists, for he had a parliament to give him moral support.

The militarists are at the present time pressing the President to sanction a loan of seventy million dollars from Japan. They evidently feel that a point has been reached in the loan transactions and a situation has been created by the raising of issues at the Paris Conference that made it necessary to have their deals with Japan endorsed by the President. Just now they want seventy million dollars, and are representing to the President that unless this sum is forthcoming they cannot guarantee the conduct of the army. This virtually amounts to a threat that unless the President agrees there will be a breaking loose of the army in the neighborhood of Peking, or possibly elsewhere; it does not matter where so long as the President is terrified into sanctioning militarist loans. The President can only ignore the threat at peril of the militarists' displeasure, expressed in an army émeute.

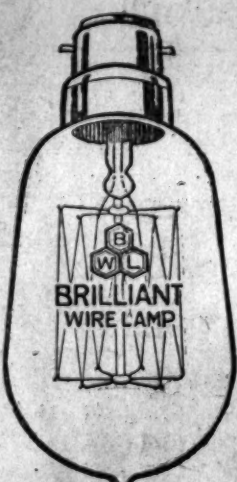
Asked what was the way out of this situation, my official friend said that he considered it absolutely necessary that the Shanghai Conference should back up the President with its whole heart. It was especially necessary that any disunion in the Southern ranks should be healed. It was very difficult here in Peking to know for certain whether such disunion really existed, but its existence was strongly suspected even amongst those favorable to the South. Whether it existed or not, the militarists were reckoning upon it, were magnifying any signs of it in order to serve their own ends, and were undoubtedly hoping by means of disunion in the Southern ranks to strengthen their own position. "The President," said my official friend, "must have the wholehearted, open, explicit support of the whole country, otherwise he will be like a man working with paralysed limbs."

The situation here revealed is serious enough for grave consideration by all concerned. It shows up in its true colors the real menace that the militarist party is to the welfare of the country, and it states frankly the designs the militarist party has in mind at the present moment. It is generally believed here that even if the Conference in Shanghai succeeds in reaching an agreement, there will be difficulty in so enforcing it as to release the stranglehold that the Northern militarists have on the country. They are political thugs, and unless they are stripped of power the whole country is going to be strangled.

Schoch, A. Sopher, G. Blum, Sidaine, Cavadias, H. Richer, Sabatie, Mme. Fau, \$5 each	120
V. Feste	4
N. H. Isaacs, S. S. Isaacs \$3 each	6
Guiglia	2
1 anonymous subscription	100
1 anonymous subscription	75
1 anonymous subscription	50
1 anonymous subscription	40
2 anonymous subscriptions, \$15 each	30
4 anonymous subscriptions, \$10 each	40
9 anonymous subscriptions, \$5 each	45
2 anonymous subscriptions, \$2 each	6
1 anonymous subscription	1
	\$2,320

Taels	
Joseph Bros	100
Missions Etrangères, Mission des Lazaristes, Tls. 50 each	100
Codai Freres	25
J. Grenard	20
J. B. Audigier	15
J. Gille, M. Myers, H. Huber, R. F. Tls. 10 each	40
Mme. S. Audigier, L. Baulig, C. Vidal, Gabrielli, A. Latour, Tls. 5 each	25
1 anonymous subscription	35
1 anonymous subscription	10
	Taels 360.00

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DOWN

The brilliance goes up but the
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"Brilliant"
wire lamp

Obtainable from the
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dealers and con-
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TOKYO ELECTRIC CO.,
Show Room

P564, Nanking Road.
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French War Funds

Subscriptions For December, 1918

La Ardain, H. Bourboulon, G. Lion, R. Fano, Ullman and Co. \$100 each	600
A. Wilden	65
L. Lion, A. Muguet, S. Somekh, Mission du Kiangnan, Du Fac de Marsoulles, J. Thesmar, L. Bassot, \$50 each	350
Ch. Jasson, L. Marthoud, M. Broelmann, Hourcade, \$40 each	160
P. R. Tissot-Dupont, L. Seite, Famille Dard, \$30 each	90
M. and Mme. Brand, Sennet, G. Laferrriere, A. Vogel, \$25 each	100
A. Fabre, P. Servanin, J. Grenard, R. Spunt, Duplessis, Labansat, \$20 each	120
Le Carduner, Monbaron, \$15 each	30
P. Legendre, R. Tillot, J. Fadat, E. Lattray, E. Traissac, Alfonsi, A. Le Goff, J. B. Maubec, J. Vittori, J. A. David, G. Francois, G. Poirier (January 1919), Tardiveau, Bibe, Roy, Rhein, Keylock, Pratt & Hobbs, L. Dolgorouckoff, N. E. B. Ezra, A. Kessissoglou, H. Kessissoglou, D. Katemopolous, M. and Mme V. Meyer, A. Jost, C. Muller, M. J. Nathan, Brun, Matheo Berraha, J. Huet, Petit Danols, G. Rhein, M. E. Porhan, P. Tisseau, Allemand, S. Jastrzembsky, \$10 each	360
J. Chanudet	6
R. Bouchara, Froquard, Y. Briand, J. Thalamot, C. Le Put, Sarthou, E. Galk, P. Vittori, A. Surand, Giffard, Loschmeur, L. Philippelli, Schulmann, E. Wilder, Kammerling, D. Chelmis, E.	



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H. Naftaly	Tls. 50.00
	Tls. 350.00
Credit for the account of the French Red Cross in Siberia \$50.00	
\$5,599.36 at 71.7=Tls. 4,229.84	
Tls. 710=Tls. 4,939.84 at France 6.09	
=France 30,063.60, for which the Head Office of the "Banque de	

"Indo-Chine" in France, has been instructed to make the following payments:	
Secours aux Rapatriés	2,095.40
Invalides de la Guerre	2,290.85
Amis du Soldat Aveugle	3,697.85
Oeuvre du Soldat au Front	1,564.80
Oeuvre du Soldat Ardennais	1,339.30
Oeuvre de la Paroisse de l'Alsne	1,339.30

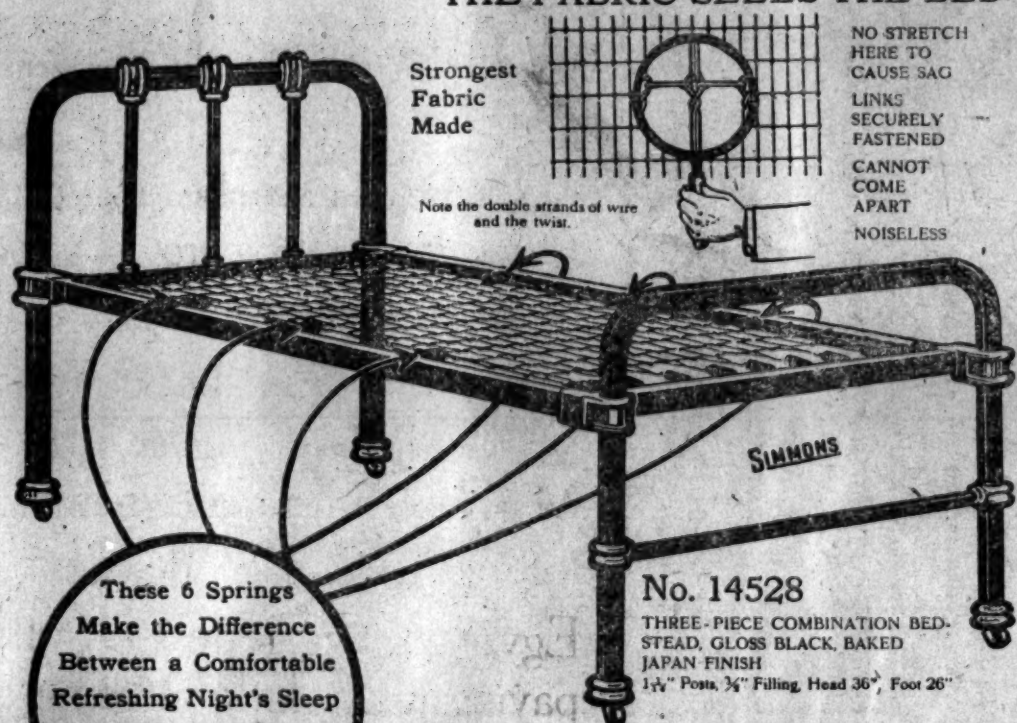
Aide et Assistance Coloniale	2,122.15
Souvenir de la France a ses Marines	1,339.30
Corps expéditionnaire d'Orient	2,008.90
Hopital Auxiliaire de Senoux	644.30
Vestiaire du 160 Arrondissement	2,008.90
Domite Erckman Chatrian	1,339.30
Protection du Reforme, No. 2	1,339.30
Oeuvres des Mineurs Aveugles	689.65

Hopital Auxiliaire 33 Lyon	2,010.70
Hopital H. F. 169 bis Lyon	2,008.90
Fund for War Devasted Villages (Secours aux Villages reconquis)	2,125.10
	Fcs. 30,063.60
	P. L. LEBLANC
	Secretary and Treasurer.

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Furnishing Department—Telephone, Central 296

"THE FABRIC SELLS THE BED"



Strongest
Fabric
Made

Note the double strands of wire
and the twist.

NO STRETCH
HERE TO
CAUSE SAG
LINKS
SECURELY
FASTENED
CANNOT
COME
APART
NOISELESS

These 6 Springs
Make the Difference
Between a Comfortable
Refreshing Night's Sleep
and a Night Spent on
the Ordinary Back-
breaking Mattress

No. 14528

THREE-PIECE COMBINATION BED.
STEAD, GLOSS BLACK, BAKED
JAPAN FINISH
1 1/4" Posts, 3/4" Filling, Head 36", Foot 26"

SIMMONS' BEDS as above. One size, 3 ft. x 6 ft. 6 in.
Black. Case lots containing 12 beds \$205.00, packed.
Present stock only 114 beds, another shipment of 200 due to
arrive in a few days.

WHY HESITATE

to buy your SPRING FOOTWEAR, when a glance at our
windows will convince you that we are plentifully supplied with
an assortment of new and staple WALK-OVER STYLES, that
will meet your requirements.



There is much
enjoyment and
surprising satisfac-
tion in the know-
ledge of correct
style and comfort
in one's footwear.



In the WALK-OVER line you will find
a complete assortment of models and
patterns—just the sort discriminating people
insist on having. Call in and see us.

PHOENIX, McCALLUM and ONYX SILK HOSIERY

WALK-OVER SHOE STORE

"THE STORE AHEAD"

24 NANKING ROAD

Try our expert mail order department.

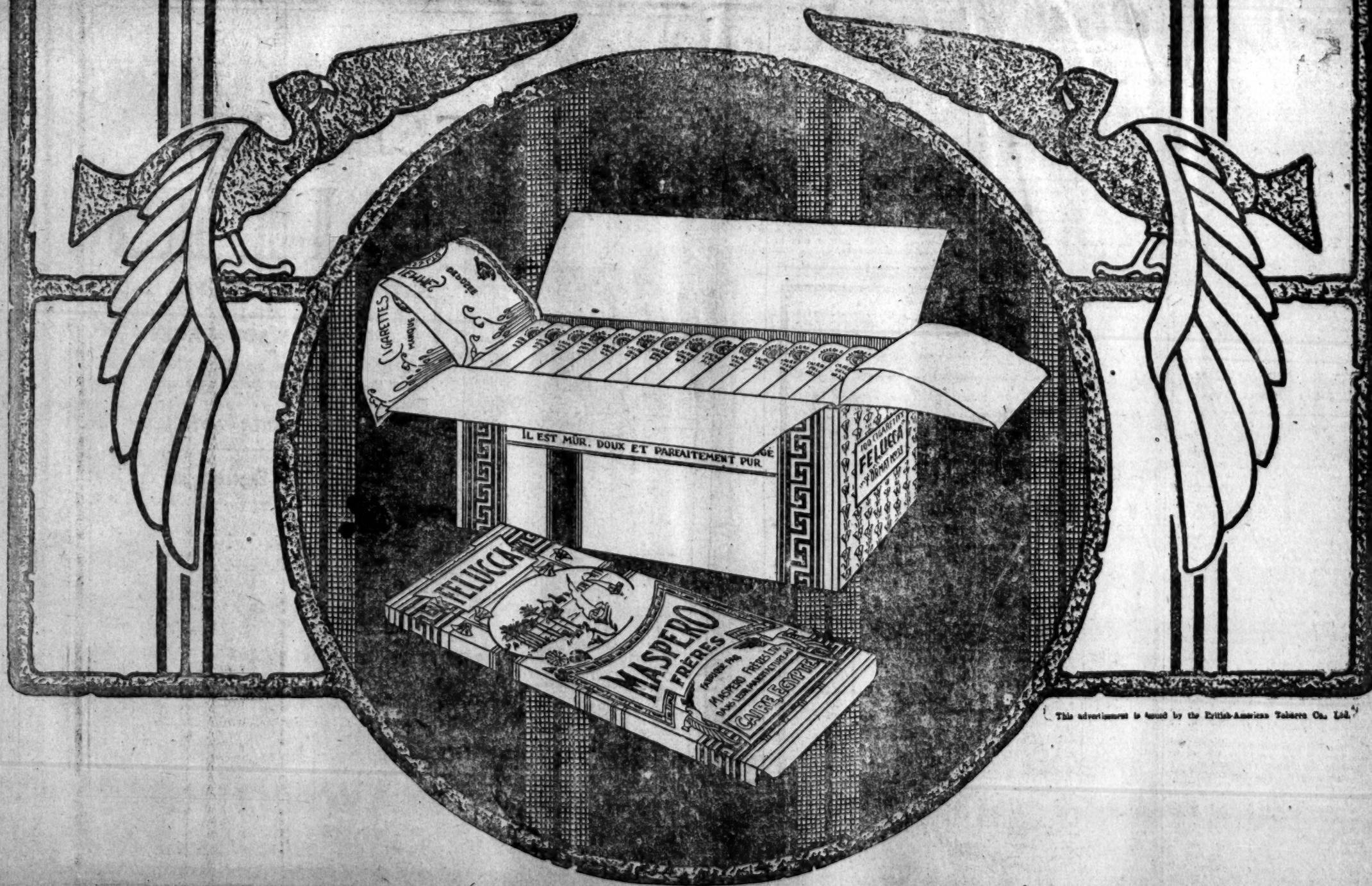
"FELUCCA 33"

Made in CAIRO by MASPERO FRÈRES LTD.

"There may be Egyptian Cigarettes as good as Maspero Freres, — there can be no better.

"There may be cigarettes as popular as Maspero Freres; but not where Maspero Freres are sold.

"Doubtless there are cheaper Egyptian Cigarettes, — But if it is worth paying just a little more for the satisfaction of getting the best value for the price asked, there can be no compromise, you *must* have Maspero Freres."



This advertisement is issued by the British-American Tobacco Co. Ltd.

PRUSSIA'S BREAKUP SEEN BY HERTLING

Would Disappear From The Map,
He Said Three Days Be-
fore His Death

HATED BY OTHER GERMANS

Ex-Chancellor Was Convinced
On July 1 That The Allies Would
Soon Sue For Peace

Paris, Jan. 16.—"The animosity of a great majority of the Germans toward Prussia will have a decisive influence on the future configuration of Central Europe," said Count von Hertling, the former Imperial German Chancellor, in an interview with the correspondent of the *Matin* three days before his death.

"At Munich, as at Stuttgart and Cologne," the ex-Chancellor said there is resentment against Prussia for having so badly steered the common ship, and let it be understood that by Prussia not the country, but the caste and the political system, is meant.

"Existing Prussia is incomparably stronger than all the other confederated States, but it does not represent a homogeneous ethnic bloc, but an agglomeration of widely different provinces. If the present ideas follow their course, momentous historical events soon will occur, and the name of Prussia will disappear from the map of Europe."

"In the new federal Germany there will be no place for the disproportionate Prussia, surrounded by feeble satellites. The new Germany will comprise six or seven States approximately equal in importance."

"Instead of Prussia we shall see the State of Brandenburg and Pomerania, the State of Hanover and the Lower Elbe, and the State of Westphalia, bound by federal ties to Bavaria, to Saxony, and to Wurttemberg, and itself united to the old Grand Duchy of Baden."

Questioned by the correspondent as to his hatred for Prussia, which the correspondent said appeared to him to be of recent date, Count von Hertling replied:

"Evidently one reasons very differently when deafened by the clamors of victory, and everybody believed in victory. At the beginning of July, 1918, I was convinced, I confess it, that before the first of September our adversaries would send us peace proposals. Certainly, our situation was most dangerous in the sense that we had played our last card. But what did that matter, since we were sure we were winning?"

"We were all the more sure of that because of certain information of the most favorable nature which reached us from the Entente, notably from France. It was on account of this information that the high command, notwithstanding the opposition of the Government, was able to continue bombarding Paris. It was obviously hoped to hasten thus the process of demoralization, about which well-meaning agents furnished daily fantastic reports."

"We expected grave events in Paris for the end of July. That was on the 15th. On the 18th even the most optimistic among us understood that all was lost. The history of the world was played out in three days."

The Germans on July 15 resumed their offensive on a fifty-mile front between Chateau-Thierry and Meuse. Three days later the French and the Americans launched their counter-offensive between the Aisne and the Marne. This counter-offensive marked the beginning of the downfall of the German military power for the British smash came immediately afterward.

China Political Notes From Chinese Press

To call a national citizens' convention is the proposal of Mr. Hsueh Hsueh-ling, the former Premier, for the solution of the political situation in case there is an actual deadlock in the peace parley. Former President Li Yuan-hung has been requested to lead the movement.

Mr. Chang Ju-chi, the Area Demarcation Commissioner for Shensi, refuses to proceed to his office upon hearing that the peace conference in Shanghai is about to be suspended. He stated that he would not go to Shensi unless some definite guarantee is furnished him for the due suspension of hostilities in that province. President Hsu and Premier Chen still urge him to go.

General Chen Shu-fang telegraphed, stating that General Yu Yu-jen is now stationed in Sanyuan in Northern Shensi. The line of demarcation, therefore, should be drawn along Sanyuan and then the five conditions of armistice would be carried out. The bandit-infested districts of Western Shensi should be cleaned up by General Chen and should have nothing to do with General Yu, he said.

The Metropolis was greatly startled to learn of the news of the deadlock of the Shanghai Conference.

Following the joint meeting of the Presidential Palace and the Cabinet, it was decided to ask the Allied Railway Commission in Siberia to differentiate the administration of the Chinese Eastern Railway from the Siberian Railway.

On account of the lack of Government funds, the administration of Outer Mongolia as a Province will have to be postponed. General Chang Tso-lin, the Fengtien Tschun, also favors the postponement.

Hero Of Two Wars



Captain Victor Blue, hero of the Spanish-American war and the great strife just ended, has been appointed a rear-admiral. During the review of the overseas fleet in New York harbor Secretary of the Navy Daniels visited Captain Blue on the Texas and immediately after the rear-admiral's flag was hung to the breeze on the superdreadnaught. During the war with Spain in 1898 Admiral Blue, then a young Lieutenant, disguised himself as a Cuban reconcentrado and crept through the tropical tangle of the West Indian island and "spotted" both the Spanish army and Cervera's fleet.

Wedding

Evans-Morton

A charming wedding, which took place at 3 o'clock yesterday afternoon in Union Church, was that of Mr. Joseph J. Evans, of the firm of Edward Evans and Sons and popular member of the Fire Brigade, and Miss Alice Louise Morton, daughter of Mr. and Mrs. L. S. Morton of Yang Terrace.

A very large number of friends of the young people were in attendance and the church was prettily decorated for the occasion with young hawthorn and white flowers. The bride was beautifully dressed in white satin with veil caught with orange blossoms. She entered the church escorted by the members of the Deluge Moss of the Fire Brigade, Mr. Evans' company, and was attended by her younger sister, Miss Hilda Morton, as bridesmaid. The bride was given away by her father and the groom was attended by Mr. Arthur Grant as best man. Messrs. Hughes, Price, Christianson and Cameron acted as ushers.

The ceremony was followed by a reception at the home of the bride's parents, 7 Yang Terrace, where a large number of friends gathered to express best wishes to the young couple. An interesting feature of the reception was the fact that the wedding cake was served on plates which were used for the same purpose at the wedding of the bride's great-grandmother. Mr. and Mrs. Evans were the recipients of a great number of handsome presents.

Obituary

Professor Chantemesse

Paris, February 27.—The death is announced of Professor Chantemesse, aged 68, whose principal work was connected with bacteriology and typhoid fever.

News Brevities

Mr. Paul Hutchinson of the editorial department of the Methodist Church Mission in China will speak at the American Song Service this afternoon at 5 o'clock at the Palace Hotel.

The second annual general meeting of shareholders in the New Amherst Rubber Estate, Ltd., will be held on March 28 at 4 o'clock in the afternoon at the offices of Messrs. R. N. Truman and Co.

"With the Chinese Laborers in France" is the topic of a lecture to be given before the Sunday Service League this afternoon at 5 o'clock by Captain J. B. Fearn R.A.M.C., in the Martyrs' Memorial Hall, 120 Szechuen Road. Captain Fearn has served in the Base Hospitals for Chinese Laborers in France. The meeting is open to the public.

The Quest Society will meet tomorrow afternoon at the Carlton Cafe instead of at the Kalee Hotel, the usual meeting place. A student of Occultism will read a paper on "Brotherhood." The meeting starts at 5:30 o'clock.

Work on the construction of a Victory Memorial at the Central Park, Peking, will begin on March 7. It will take the form of a pillar and will be erected under the auspices of the Municipal Service Club of Peking.

Mr. J. S. Symons has been appointed manager of the Shanghai Licensed Pilots' Association.

The annual general meeting of the Shanghai Land Investment Co., Ltd., will be held at 2 Jinhua Road March 18 at 4:30 o'clock in the afternoon.

The new steamer *Breeneth*, 3,155 tons, constructed by Messrs. Nicolas Tsu Engineering and Shipbuilding Works for the Hainan Steamship Co., will be launched at Nantao tomorrow afternoon at 2:30 o'clock.

A meeting of the Shanghai Missionary Association will be held at the Union Church Tuesday evening when Bishop Herbert Welch will read a paper on "The Demand of the New Day for the Social Gospel." The business meeting starts at eight o'clock and will follow a social which starts at seven.

A distinct tribute to the spirit of the Filipino people during American participation in the war, and the expression of a hope that the independence of the Islands would be presented by the United States at the peace table in Europe are features of the annual report of Governor-General Francis Burton Harrison submitted to Washington on July 1, and published by the war department.

The University of the Philippines will offer next year a course in Journalism. Dean Conrado Benito, who is going to America with the independence mission, has been authorized to secure the services of an experienced newspaperman in the United States who will be given charge of the new school of journalism.

The 27th annual meeting of subscribers to the Shanghai Seamen's Church and Mission Society will be held at the Church House tomorrow afternoon at 5:30 o'clock. The Chaplain's report on the Hanbury Institute and Sailors' Home states that during the year 6,374 meals have been served, 780 beds sold to night lodgers and 848 naval ratings, 352 merchant service men, 27 British soldiers, 46 Dutch marines and 17 Russians were boarded.

Foch Addresses Council Of Ten

(Continued from Page 1)
comes before the Peace Conference this week. The economic life of France and Belgium is in a state of suspense awaiting the Peace Conference to allocate the sum Germany must pay to make good the damage. The Council is still undecided how to bring peace in Eastern Europe. The Council of Ten has taken up the question what is to be done in view of the failure of the scheme to hold a conference at Prinkipo. A scheme proposed by some Russians now in Paris to raise a volunteer force to proceed to Russia to put down the Reds is not likely to be agreed to by the Allies. On the other hand the anti-Bolshevik Government in Russia refuses to entertain the idea of negotiating with the Bolsheviks, stating that to disarm would mean capitulation.

To Have Central Commission
London, February 27.—An official communique from Paris states that the Ministers of the Great Powers have decided to organize a Central Commission for territorial questions. Afterwards the meeting heard the Zionist representatives.

Where Danger Lurks For Women

Many women who have thin blood, and whose nerves are unstrung, complain of a sensation around the heart which they describe as "stifling." It is an alarming symptom of anaemia, or thin blood, which disappears when the blood is built up and the anaemia overcome. The first place where anaemia or thin blood shows is in the lips and gums, which become blanched, and in the membranes that line the eyelids. You may be naturally pale and still be healthy, but when these membranes lose their bright red colour your blood is deficient in quality or quantity.

Thin blood is a danger; it invites disease, because it is too weak to fight the disease germs that are continually trying to invade the system. To build up the blood there is one remedy that has been a household word for a generation, Dr. Williams' pink pills for pale people. They tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and lips, and drive away that unnatural tired feeling.

Tens of thousands of weak women, and men too, have regained health and strength by the use of Dr. Williams' pink pills for pale people during the past thirty years. You can begin your own cure without delay, for the world-famous Pills are obtainable from medicine vendors everywhere, also direct and post free, 1 bottle for \$1.50, six for \$8.00, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

The "Three Castles" Virginia Cigarettes

MAGNUMS

Better because larger.

The tobacco in the Magnums is the same bright Virginia tobacco found in ordinary Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.



This advertisement is issued by the British-American Tobacco Co., Ltd.

LAOU KIU CHWANG'S

is the place for

SILKS

SATINS, PONGEES, CREPES, GAUZES

and
HAND-MADE LACES

Only Best Quality Goods are offered. No soiled stocks, but all the latest and best materials procurable. We also have a large stock of

EMBROIDERED ARTICLES

The Leading Silk Emporium in the Orient
P. 128 Nanking Road Founded in 1857



WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

A FEW SPRING ARRIVALS NOW ON SHOW



Two New Models for Spring 1919

THE "AIRLIE" HAT

Our newest model unpacked this week, smart topical grey with a black band that sets it off to a great advantage. Can be had in all sizes. Bow at side.

\$8.00
each

THE "SELSEY" HAT

A really most attractive hat and shown in good everyday colors of Agate, Fox or Walnut. Bow at side, all sizes.

\$7.50
each

THE "WAYLOO" CAP

Offered in a most wonderful choice of Tweeds and Colorings, in all sizes. Better see these this week.

\$1.00
each

New Tweed Caps

just arrived
**\$1.75, \$2.00
\$2.50**



New Models in Caps

\$2.00, \$2.50
each



Solid Silk Scarves from U. S. A.

The biggest show of these ever made in Shanghai. Original designs, really smart colorings. You have a fine choice this week at \$1.50, 2.00 and 2.50 each



Bond St. in Shanghai. We feature in this section the new

MONK'S COWL NECK FRILLING

A really smart and stylish frilling in Muslin and Lace. Price \$1.25 and 1.50 per yard



THESE ARE THE SMARTEST LADIES RAINCOATS EVER SHOWN IN SHANGHAI

Paris Models in White with Black Collars and Cuffs, also in Saxe and Bottle Green with Hats to match if desired.

Price **\$25.00 to 65.00** each

SPRING SUITINGS ARE HERE

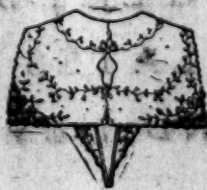
Its time to think of that new suit now

From our fine stock of
White Muslin Collars

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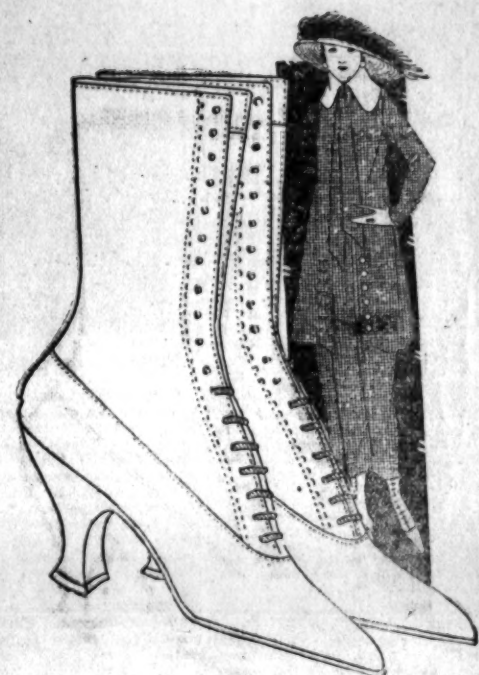
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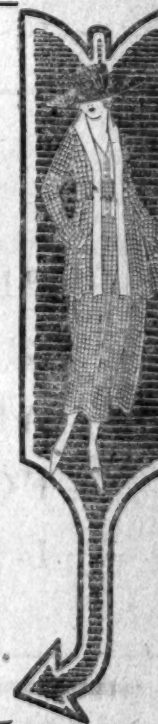
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SEES BANKRUPTCY FACING GERMANY

Cost Of The War Said To Have
Practically Equalled Na-
tion's Total Capital

RAILWAY REVENUE GONE

People Spend Money Recklessly
For Fear That It Will Soon
Become Worthless

By George Henrich

Amsterdam, January 14.—Confronted with dangers from without, Germany is internally torn by political dissension and in the grip of practical bankruptcy and starvation.

As regards her economic state, I have learned the following details from an observer who has been closely watching the course of events:

The war cost Germany some \$100,000,000,000, which practically equals her total capital. Should the war loans be honored, the interest charge would involve an increase in taxation over the last peace budget of about \$3,500,000,000. The handsome surplus previously yielded by the Prussian State railways has now disappeared and the result of working the railways is more likely to be deficit.

The financial situation is aggravated by the loss of the feeling of security. A traveler who recently returned from Berlin tells me that money is now worth only a day's purchase, as no one knows what may happen the following day.

With no incentive to save, the people are indulging in a wild orgy of expenditure, determined to enjoy money while they have it. This desire for immediate expenditure, I am told, is prompting many of the strikes for higher wages which are impeding the restoration of the country.

Iron Ore Sources Last

As evidence of the state of affairs regarding raw materials with which Germany is faced, my informant gave me the following figures about iron ore: In order to produce her annual product of some 14,000,000 tons of iron, Germany required 50,000,000 tons of ore. Her own output of ore, exclusive of that from Alsace, amounted to only about 8,000,000 tons, the difference having to be imported mainly from France, Luxembourg, Spain, Sweden, Norway, Tunis and Algeria, while about 21,000,000 tons were obtained from Alsace.

With the French and French-controlled markets closed against her, and Luxembourg probably lost to the German Customs Union, Germany will be hard put to it to find raw material to feed her furnaces. The effect is felt already at Krupp's, whose employees have been reduced from 120,000 to 10,000.

It must be remembered that Germany's purchasing power is heavily reduced because of the fall in the mark, which now equals about one-third of its normal value.

As regards food, my informant, who followed the Food Dictator's announcements and distribution

Wireless Used Under Sea By United States



JAMES H. ROGERS, M.D.

How underground and through water wireless was put into practical use during the war has been disclosed by the Navy Department in a report recently issued at Washington. The development originated in private research by James H. Rogers, a scientist, of Hyattsville, Md., is regarded as one of the war's major scientific advances. The new system, so far, is employed only for receiving. One of the great advantages of the Rogers' system is that submarines receive the messages while submerged. This is accomplished by wires trailing in the water.

cards for a period of two years, tells me that these cards entitle people to only one-fifth of the nourishment considered necessary by scientists, and the supplies authorized by the cards are not always forthcoming.

Prior to the war Berlin consumed about 1,200,000 litres of milk per day, while the supply now available is only some 180,000 litres. Practically there has been no milk, butter, eggs or cheese for months past.

Fats Almost Unobtainable

The sugar ration per person is now a pound and a half per month, that of potatoes about seven pounds per week, bread—and that very bad—half a pound daily, with until lately twenty grams of fat per day. But fat has now practically disappeared.

With the Russian food supplies lost to her, with home production of food reduced to one-sixth of the

previous output, and with the potato crop left to be frostbitten in the ground owing to lack of labor, it can be said that Germany's food supplies have really broken down. Her potato supply will last only a few weeks, her cereals only until February.

How this has affected the population can be gathered from the following statistics, prepared by the old regime, but only lately made available: In 1917, the mortality rate for the whole of Germany was 32 percent higher than for 1913, and for only the first three-quarters of 1918, 34 percent higher. In towns having populations of over 15,000, deaths from tuberculosis amounted in 1913 to 40,334 and in only the first half of 1918 to 41,800. Deaths from respiratory troubles amounted in 1913 to 46,000; in 1917 to 61,000; and in only the first half of 1918 to 34,500. These statistics do not contain the very large number of deaths from the Spanish sickness.

OUR DECOY SHIP A FAILURE

Torpedoed And Disabled, The Santee Never Saw A U-Boat

Paris, January 3. (Associated Press).—Misfortune and ill-luck followed the American navy's only mystery ship, the Santee.

When the American squadron arrived at Queenstown and began to co-operate with the British fleet, the exploits of the various British mystery ships fired the imagination of Americans officers and men alike. The Americans wanted a mystery ship and were so insistent that Admiral Sims took the matter up with Admiral Bailey, and the British Admiralty willingly assigned to the Americans a magnificent new decoy ship, which was just completed in one of the shipyards of the south of England.

It was a smart freighter in appearance, larger than the average mystery ship, which its periscope masked by a smokestack, and with torpedo tubes and batteries so skillfully concealed that a trained eye could not discover the real nature of the craft, even at close range.

Captain David Hanrahan was assigned to command the ship, which the Americans named the Santee. There were hundreds of volunteers among officers and men for the hazardous service the Santee was about to undertake. No ship ever put to sea with a braver or more determined crew.

Full of confidence and high hopes, the Santee started for the Irish Channel to bait German submarines. The stars were shining brightly the first night the Santee was out, and she loomed in the hope of attracting the enemy undersea craft.

Exactly at midnight, without the slightest warning, the Santee was struck amidships by a torpedo, which tore a tremendous hole in her and completely disabled her engines. She immediately wireless her plight, and part of the crew put to sea in small boats.

Like all other mystery ships, the

Santee was filled with wood and could not sink. Her gunners stood ready to unmask the batteries and fire upon the German submarine, but the German did not show himself. All night long the Santee gunners watched for the enemy. For thirty-six hours the part of the crew still on the Santee kept in hiding, hoping the enemy would appear, but in vain.

A slow tug was summoned to take the Santee back to a shipyard in the south of England. She was dragged through the submarine zone at two miles an hour in the hope of inviting further attack, but without results. The canny Germans evidently had full information about the ship and gave her a wide berth.

It took many months to repair the damage done by the well-placed torpedo, and the submarine campaign was off before the Santee was able to make another trip.

PROPOSAL TO BANISH EX-KAISER TO ALGERIA

France Reported To Favor Putting Him And His Sons Under Permanent Guard

London, January 11.—France, according to the Paris correspondent of the National News, intends to propose the banishment of the ex-Kaiser and his sons to Algeria. The correspondent writes:

"I have been permitted to see a preliminary draft of the demands which the French General Staff will put forward at the Peace Conference. While I am not at liberty to disclose any details of those demands which deal with the handing over of territory and questions of the geographical settlement generally, I can state that it will be demanded that the ex-Kaiser, ex-Crown Prince, and all the other male members of the German Imperial family shall be permanently exiled to Algeria, where they will reside under the jurisdiction of the Commander-in-Chief of the 19th Army Corps, which includes the French Foreign Legion."

The reason assigned for this move is that "the heavily financed Bund der Kaisertrauer" (League of Loyal Kaiser Adherents) is trying to make use of the feeling of the middle class in Germany that there is more hope of a return of quiet under the restored Kaiser than under a hastily organized republic.

The French General Staff, the correspondent says, wish to treat the Kaiser as a military prisoner and to exile him as an act of conquest, and it does not favor the proposal to give him a formal trial.

VISCOUNT JELICOE WILL TOUR FAR EAST

To Visit Japan In Battle Cruiser
New Zealand, Which Saw
North Sea Battles

London, February 17.—The following is the proposed itinerary of a tour planned for Viscount Jellicoe, to be made in H.M.S. New Zealand. These dates should be regarded as purely tentative, depending mainly on whether his work in the various Dominions can be accomplished in the time allowed.

He will leave Portsmouth on Feb. 20 and arrive at Gibraltar February 24; leave there on the 25th arriving at Port Said on March 2. He will leave there on March 4, arriving at Suez on the same day. He leaves Suez March 5, arriving at Bombay on March 13 leaving there about the first of May. He will arrive at Colombo on the fourth of May, leaving the next day. Arrive at Albany, King George's Sound, on May 15.

Four months in Australia. Viscount Jellicoe will probably disembark at Albany, proceeding to Melbourne and Sydney, arriving in Sydney about the 31st of May. The ship during June or July will visit the principal ports of New Zealand, which Dominion contributed the battle cruiser to the British navy, returning to Sydney to re-embark Viscount Jellicoe about the 15th of August.

The Admiral will leave Sydney August 15, arriving at New Zealand on the 28th and leaving about the first of October, arriving in San Francisco about the 20th of that month, going via Fiji, Samoa and Honolulu.

Viscount Jellicoe will probably disembark at San Francisco for Ottawa, and then return to rejoin his ship at Vancouver.

To Japan Next Year
He will leave British Columbia

about the first of January, 1920, for Honolulu, arriving there about the eighth. He will leave there on the 12th and arrive at Yokohama on January 21, leaving there on the 28th, to arrive in Hongkong on February 1. He will leave Hongkong on February 4, arriving in Singapore on February 8. Leave there off the 10th, arriving Colombo February 14, which May 11.

In turn he will leave on the 18th, arriving in South Africa March 7; eighth. He will leave there on the 12th and arrive at Yokohama on January 21, leaving there on the 28th, to arrive in Hongkong on February 1. He will leave Hongkong on February 4, arriving in Singapore on February 8. Leave there off the 10th, arriving Colombo February 14, which May 11.



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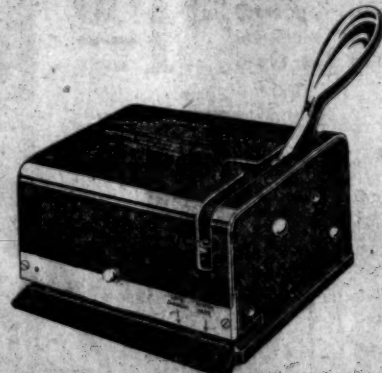
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Believe Irresponsibles Would Barter Mongolia

Opinion Persists In Peking That Ascendant Russian Elements Would Sell Interests To Japan

(From Our Own Correspondent)
Peking, February 23.—The air has been full for some days of rumors of negotiations between Japan and Russia for the transfer to the former of all the latter's interests in Mongolia. In some cases the rumors have crystallized into definite reports, and are given as authoritative news from Harbin or Vladivostok. Inquiry by the Russian Legation here has evoked a categorical denial of the existence of any negotiations whatever between Russia and Japan on this question, and it is suggested that the Japanese Legation would give the same answer. Probably it would, and for that reason was not asked.

At the same time, the persistence of the reports suggests that they are not altogether without foundation. This does not in the least impugn the veracity or candor of the Russian Legation. There is very good reason for believing that the Russian Legation would regard as both unfortunate and unwise any step in the direction indicated. The Russian position in Mongolia, especially Outer Mongolia, is the result of two and a half centuries of diplomatic give-and-take, and of three-quarters of a century of amicable relations with China and for sacrifice all that this means would be most disastrous from the long-sighted Russian point of view. On the other hand, just at present the conditions prevailing in Siberia, Manchuria and Mongolia are not normal and affairs in Siberia especially are not under the control of the same far-sighted statesmen or the same able diplomacy that have been responsible in the past for the gradual creation in Mongolia of substantial legitimate Russian interests, and it is quite possible that those permanent elements that at present have such a large voice in determining Far Eastern Russian affairs are prepared to barter away the fruits of two and a half centuries of painstaking diplomacy. Needless to say, those who barter away genuine Russian interests in Mongolia are not animated by the principles of nationality that should direct all such transactions, in spite of the fact

that these are the people who cry out loudest for undiluted democracy. It is not proposed to leave Mongolia to its own devices, to work out its own salvation either as an integral part of the Republic of China, or as an independent state, but to put the country under the direct "tutelage" of Japan, whose colonizing record in Chosen and Formosa is so admirable—from some points in view.

If the information reaching here be correct, informal, illicit and carefully veiled negotiations to this end are proceeding at Harbin and Vladivostok. There are political organizations in Siberia badly needing funds, and if they can be supplied with these funds they may be able to wreck the present administration in Siberia, which is just getting a firm hold, and when they have wrecked this administration they will in return for funds already supplied, give Japan leave to do as she likes in Mongolia. Outer and Inner, without so much as a by-your-leave from China, the suzerain Power. The proposal apparently is not simply to hand over to Japan the commercial interests of Russia in Mongolia, but the political influence which has followed the commercial interests, and grown out of them, but rather the property of Russia, or rather of the extremist organizations in Russia, to be bought and sold at pleasure.

The seriousness of these proposals is obvious at once. If they were carried into effect, Japan would have a very long arm of territory, of strategic base, on the Northern frontier of China, which would enable her to shut in practically the whole of North China politically as well as commercially and prevent the development of Chinese trade in that direction unless China were prepared to pay toll to Japan for its passing through what would be at the very least a new Japanese sphere of influence, with Japanese fiscal barriers, and at the most an absolute Japanese barrier, political, commercial, strategic and territorial. The whole development would be one that would need watching with the utmost vigilance.

stock in hand of the R.W.W.A. and 4,000 sheets. The five months' allotment will be made at once and shipped to fill the need.

"Philippines Chapter. The equipment of 100 beds per month for five months, January to June 1, has been planned. As many materials are not to be found here, purchases are to be made in Japan to fill the allotment. The materials obtainable are being used and two workrooms are busy making garments and bandages, in spite of the tropical climate, which makes any work difficult.

"Surgical dressings. As gauze is scarce this allotment is impossible to fill and more 3 inch muslin bandages will be made. Medical gauze 12,000 yards in bulk is being sent immediately to Vladivostok as requested by the Secretary. The remainder of the imported stock in hand will be made into hospital surgical dressings.

"Refugee garments. Children's garments have been completed in large numbers and a stock of wool is being made into children's stockings and yard square shawls. A staff of native workers is employed and in this consideration has been shown in helping worthy people; for example, a deaf and dumb girl is paid by the piece; the output is excellent.

"Emergency relief. In response to the need of 1,000 mattresses, the executive committee ordered these to be made and sent to Vladivostok together with 2,000 sheets. An appropriation of \$5,000 pesos, amounting to about \$25,000 gold, was voted to be sent for whatever relief work the Siberian Commission might deem best. The hearty and generous response to all my appeals for Siberian aid make the Philippines Chapter a

real example of American Red Cross ideals and spirit.

"Hongkong Chapter. A small but keenly interested number of working members met me, and I inspected their work rooms. As all instructions come from the Central Committee, I was only able to advise in the filling of their allotment and the best use for materials in hand.

"Refugee Relief. Women's and children's garments are being made. Warm woolen blankets had been purchased and were being packed, 112 superior operating large sheets will be sent this week.

"Surgical dressings. A large quantity of unbleached muslin will be machine rolled into 3 and 4 inch bandages. Other dressings have not been done in this Chapter."

Mrs. Payne sums up her trip by saying that the appeal from American Red Cross headquarters in Washington to the Far Eastern Chapters for help in Siberia has been wonderfully responded to and a fine spirit of patriotism, loyalty and desire to help suffering mankind has guided the Far Eastern Chapters through many months of unflinching work. From July, 1918, to January, 1919, hospital supplies and surgical dressings were sufficient for the demand in Siberia and the Chapters have now their ability to fill the five months allotment to the end of May 31.

Mrs. Payne's report has deeply impressed the members of the Siberian Commission with the fine work of the Far Eastern and Hawaii Chapters. The Hawaii Chapter is not under her jurisdiction, but in making up her report, she has had the expected figures of the Hawaii Chapter production to go by.

Meteorological Annual Issued By Observatory

The 1917 annual report of the Chen Shan Meteorological Observatory of Nantung, Kiangsu, has just made its appearance. It is a voluminous work giving detailed results of the observatory, which is under the directorship and maintenance of Mr. Chang Chien, former Minister of Agriculture and Commerce.

A preface by Mr. Chang, pictures showing the buildings, instruments, phenomena of typhoons, resultant direction of wind and variation of meteors form the first section of the report. The bulk of the book is devoted to the recording of the results of observations of pressure, temperature, humidity, tension of vapor, wind, cloud, precipitation, sunshine, tides, etc., and comparisons of the various phenomena between Nantung and the Sincaw, Shanghai, Observatories. Tables and records in connection with the state of agricultural production, the registry of earthquakes and typhoons and warnings of drought and raininess are set forth in the latter part of the copy.

These observations and computations have been referred to and checked by the observatories of Peking, Shanghai and Japan and should prove valuable to meteorological observers and agriculturists.

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Siberian Relief Activities

Win High Official Praise

By Riley H. Allen
(Special Correspondence)

Vladivostok, Siberia, February 20.—High praise for the efficiency, industry and fine spirit of the American Red Cross Chapters in the Far East was accorded by Mrs. Alice G. Payne, supervisor of women's work for this section, after returning from her first inspection trip around the circuit.

Mrs. Payne has come to Vladivostok to confer briefly with Dr. R. E. Tinsler, Red Cross Commissioner to Siberia, and report to him concerning these supplies which the Far Eastern Chapters are prepared to give to the Siberian field during the first half of 1919. Mrs. Payne reports that the Far Eastern and Hawaiian Chapters—all in the 14th Division—will supply the Siberian Commission with hospital equipment for 600 beds during the first five months of 1919, and the Japan Chapter during the next three months will ship equipment for 70 beds. This equipment includes thousands of pajamas, hospital bed shirts, convalescent gowns, convalescent suits, socks, bed socks, slippers, underwear, handkerchiefs, sheets, bed spreads, pillow cases, hot water bag covers, bath towels, wash cloths, comfort bags and miscellaneous clothing. Operating room equipment, which the Chapters will also supply, includes operating gowns and caps, masks, sheets, dressing towels, hand towels and other towels. All of these articles are made by the devoted women and girls of the Far Eastern and Hawaii Chapters and the sewing women whom they employ at their own expense. The Japan Chapter is sending also a quantity of surgical dressings, gauze and absorbent.

Mrs. Payne left Yokohama on January 7 and returned a month later. The following notes are taken from her report to Dr. Tinsler:

"China. The work of the China Chapters is directed by the Central Committee and the equipment of 200 beds per month for the five months January to June 1, has been planned.

This includes the equipment for the operating room for a hospital of 200 beds.

"Surgical dressings for the above are being made by the British Women's Work Association of Shanghai, who have excelled in this work. This is shipped packed for field and hospital use in sterilized packages.

"Refugee garments are being sent in large quantities, donated new and old clothing, also padded Chinese garments, excellent for intense cold.

"Emergency relief. Servians and Czech-Slovaks being transported home through Shanghai have been supplied with clothing and comforts.

"Working members have two work rooms, one for white work and the other for colored garments. An untiring committee direct the members and paid Chinese tailors in their output of splendid work. The problem of continuing this work is a serious one owing to the departure of many members to their homeland. I met with the committees of the American Red Cross and British Women's Work Association and thoroughly discussed work, materials, etc. The China Central Committee will send 5,000 bandages from the



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\$1,364,000 Is China's Gift To United War Work Fund

Amounts To Date Announced At Reception Given By Dr. Reinsch; Shanghai Sixth In List

(Special Correspondence)
Peking, February 24.—At a reception given yesterday by the American Minister, Dr. Paul S. Reinsch, it was announced by the Executive Committee of the United War Work Campaign that a grand total of \$265,717, silver, had already been secured on behalf of this fund in Peking. This amount includes a gift of \$50,000 (gold) from the Central Government and \$3,000 (gold) from His Excellency President Hsu Shih-chang.

Mr. R. R. Galley, who presented this report on behalf of the Executive Committee of the United War Work Campaign, stated that in Peking there had been over 25,000 contributors to this fund. Especially had the committee met with a most generous response from the students and teachers of the colleges, there being no less than 17,000 givers from this one class alone. Many of the students' gifts were in copper, and in all the committee received 92,437 coppers. On behalf of the committee Mr. Galley expressed appreciation of the splendid co-operation that they had met with from the Chinese, in particular mentioning the prestige that had been given to the campaign by the reception given by the Prime Minister, Mr. Chen Nung-shan, in the Cabinet premises to assist in launching the campaign. Also the Board of Communications for giving free use of telegraphic services all over China during the days of the campaign. To the Board of Finance for their valuable assistance in telegraphing to various provincial government boards, urging co-operation in the effort. To Mr. Roger S. Greene, who served as chairman of the Executive Committee, giving largely of his own time to the effort and also providing in the Union Medical College buildings office headquarters for the campaign. To the International Banking Corporation for handling all the local funds and particularly to Mr. G. F. de Nergard, who served as treasurer for the Executive Committee.

The committee also expressed its very hearty appreciation of the liberal space that had been granted to the campaign in both the Chinese and foreign press. A report was also read from Mr. A. G. Stephen, the honorary national treasurer, which showed that \$1,364,632.07 silver had been received up to February 18,

from the various cities in China, with amounts still coming in. He has already sent to America \$1,150,000 (gold). This amount is exclusive of that which was raised in the Southern provinces and which was remitted direct to New York City by Canton.

The city which sent in the largest contribution was Tientsin, with Peking a close second, Nanking, third; Hankow, fourth; Tsinanfu, fifth; Hangchow, sixth; and Shanghai seventh.

A cablegram was read at the meeting from Dr. Mott, director general of the campaign, which stated "Americans deeply appreciated and are profoundly grateful for the splendid gifts received from China. The entire country is deeply stirred by the magnificent generosity of the Chinese people."

The Prime Minister, Mr. Chen, spoke briefly, expressing his gratification that China had been called upon to have a share in this fund and regretting very much that, on account of other heavy burdens, she had not been able to do more. Reinsch, who presided over the meeting, spoke briefly of his great satisfaction at the spontaneous response which would do so much to provide for the moral and social welfare of the American and Allied soldiers during the trying period of demobilization. On behalf of the American Government and the American people he wished officially to express that appreciation. The campaign, he felt, was all the more significant, because it gave tangible proof of what every one had believed, namely, that the heart of China was in the closest accord with the Allies and the American people in the Great War. He also expressed his deep hope and conviction that the successful completion of that War was to have its very beneficial effect upon China and the whole Far East, stating that where in the past the Western nations had been in unhappy competition, which had not always resulted in the largest good, from now forward he was sure that they would be working together in the Far East in close harmony and with the idea of serving the Chinese people.

The United States Marine Band furnished music throughout the occasion, and a guard of honor was present to greet the various distinguished Chinese guests. Following the program of speeches a pleasant social hour followed, during which refreshments were served.

SOUTH PLAYS POLITICS IN SZECHUEN PROVINCE

Appointment Of Hsiung Keh-wu As Military Governor Means Northern Civil Executive

China Press Correspondence
Chengtu, February 19.—General Hsiung Keh-wu has finally declared himself to be the Military Governor of Szechuen. This is understood as a move by the South in the present political game in China. They want very decidedly to maintain their armed hold on Szechuen and by appointing Hsiung as Governor they hope to have his position recognized at the Peace Conference.

The North, if they wish, can appoint a Civil Governor. This will make a show of compromise without them yielding anything vital.

The Chinese fully appreciate the situation though few foreigners do. From time immemorial Szechuen has been regarded as the key-province in the government. According to which side gained it, so it triumphed.

To hold the West turned the balance of power and it is in this light the declaration of Hsiung Keh-wu as Military Governor is regarded. At all costs this province must be retained.

The streets yesterday were full of flags. But flags are hung out no matter what side is uppermost, the people in this Republic have to do precisely what they are told. They are not free. There is no liberty of the press. They are dominated over first by one side and then by the other. As a result flags congratulate who ever comes along.

For some weeks peace delegates have been here from Peking. The

chief is Hu O-kung. They will remain until a military conference has conferred on the situation. It meets in a few days time. Some strongly surmise that the authorities are doing their best to pull them round to their way of thinking. When the conference is over they may go on to Kweichow. Whatever they do or wherever they go not much importance is placed on their work. The real business will be done at Shanghai or Nanking.

What Szechuen needs is the crippling of the power of all these military men. For years the revenue of the West has been squandered by these fellows each scheming for spoils and power. In their train followed crowds of robbers who have made themselves the terror of district after district. If the peace conference cannot arrange that the militarist on both sides be put down then it will accomplish little. Our experience is that there is nothing to choose between a Chinese army whether it belongs to the one side or to the other. The one is as much a burden on the people as the other. The one thing needful for the executive powers of state to be replaced with the civil officials and that these military bullies be put under.

Fighting Continues With Sianfu Bandits

Governor's Soldiers Accused Of Selling Bullets To Robbers Who Still Hold Out

China Press Correspondence

Sianfu, February 19.—Some days ago I wrote saying that Fan Lao-er and Djang Beh-ying had been absorbed by Hsu Lan-chow, the Fengtien General. Recent developments indicate that the report was not true. Heavy fighting is still taking place both east and west of here. A good many wounded are being carried in. It is reported that preparations are being made for a fight at Sanyuanhsien. One thousand men left yesterday headed that way.

People here have been puzzled to know where the robbers get ammunition enough to hold out against the government troops for so long. It is now commonly reported that the governor's soldiers sell a small holder of five bullets for an ounce of opium.

The robbers have practically held their position for eight or ten weeks but we understand that last week they retreated a few li.

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REDFIELD ON TRADE FOE TO BOLSHEVISM

Says World Commerce Must Be
In Spirit Of Service To
Afflicted Nations

PRAISES WORK OF FRANCE

Secretary Addresses Gathering
On America's Task In Re-
storing Commerce

New York, January 15.—Secretary of Commerce Redfield told the members of the Foreign Trade Council at dinner at the Hotel Astor last night that the United States, facing the possible necessity of turning from a war on autocracy to a war on the anarchy of Bolshevism, must plan its foreign trade in a spirit of service to the afflicted nations, of Europe and not one of selfish exploitation. The council, made up of members of the Secretary's official family and heads of leading business and banking houses, heard Mr. Redfield explain in detail the augmented service his department is prepared to give to the commerce of the nation, which he did to emphasize the need for the three-fold appropriation he is asking of Congress this year in order that the expanded needs of the reconstruction period may be met.

Many of the department's trade commissioners in foreign countries, and other agents, recently returned, told in detail of the latest trade conditions in the countries they had left. In general, they advocated slow and careful proceeding on the part of American business men, whom they urged not to rush abroad to sell goods before they were amply fortified with information.

Gerhard M. Dahl, Vice-President of the Chase National Bank, was applauded heartily when he told the gathering that the greatest of all essentials for American business is co-operation on the part of the Government, a sympathetic attitude on the part of the public, and a willingness on the part of business itself to become a large importer of foreign securities.

Redfield Would End Restrictions
"As far and fast as we may, we must set our commerce free from all restrictions and look toward a great and growing domestic and foreign

trade," Mr. Redfield said in his address. "The viewpoint of the Department of Commerce toward this matter is shown in the fact that at its request it is to receive, in a pending bill, double the funds for commercial work it has ever had. This is not all it asks, but it will help. Business men, whether public or private, must, however, consider actual facts in planning both the time and the extent of their trade efforts."

"Some trade restrictions, arising from blockade, are involved in the substance of the armistice itself, and can only be met by concurrent action, and must also, when relaxed, be relaxed for those who have been our foes as well as for ourselves and our associates. Others are matters of contract, but also require concurrent action, so that we cannot move by ourselves. These, too, involve the time and the extent when restrictions shall be removed from our enemies. The movement, however, on all sides is happily toward freedom of action."

"There are those who seem to think that the commerce of the United States has two distinct parts which have little in common. They speak of foreign commerce and of domestic commerce as separate and even at times as almost antagonistic. Peace To Spur American Energy

"One cannot in truth promote foreign commerce without thereby aiding domestic commerce. Nations do not, indeed cannot, live unto themselves alone, any more than men can and do. The man or the nation that is self-centred fails of his high calling. We may not in foreign trade or in domestic policy be keepers merely of ourselves. Experience and economics as well as ethics answer affirmatively the question, 'Are nations their brothers' keepers?'

"It was characteristic of American energy that when the President announced the closed of active military operations through the signing of the armistice, many in our land jumped to the conclusion that the war was over and that all that was necessary was to take up the threads, go ahead and readjust quick, 'get busy,' get results."

"A program of readjustment was suggested, and we were to push ahead with business as usual. These ardent spirits—whose energy is not to be abused, for it is that which has created America and won the war—forgot, however, certain facts which made their ardent impractical. In the sense of military operations, the war was over in the sense of war problems, war limitations, war

difficulties, war responsibilities, it was not over, is not over yet."

"Consider well the problem of credits. We are the greatest unexhausted reservoir of finance, but if we are at one and the same time finance a great revival of trade at home and a large part of the necessary reconstruction abroad, may there not be a question whether this tool of trade will be overstrained to do all the work required of it? The apostles of hurry should remember that conditions seem to be such that we who would trade must also furnish the means to pay the bills, and this not for ourselves alone but for others as well. This is a new problem, a war problem, a novel responsibility but very real. Our brethren overseas are doing their best to care for themselves.

Pays Warm Tribute to France

"We cannot but admire the fine spirit of self-help in which France takes up her terrible problem. She plans—and we respect her the more for it, if that were possible—to do all she can for herself and out of her own resources to make good her losses so far as she is able. This is what every self-respecting man or nation would do, and we have in our own land admired our citizens when, in time of calamity, they have tried to the utmost to work out their own salvation. So may we not wisely think of our old friend, the French Republic, as a friend who knows our heart is hers, and the work of our hands and the contents of our purses are at her disposal, to be given and taken in brotherly kindness, but in no sense to be forced upon her?"

"We should recall that her army is not yet demobilized; many an owner has not yet been able to see his factory. It takes time to begin in an orderly way to rebuild a destroyed province. We must and will help the French to help themselves. Perhaps it would be kind not to try to hasten them. They may feel that they wish to do their own work in their own way. Probably we should feel so ourselves, and probably, too, the business which is done in a considerable spirit of helpfulness will have beneath its foundations of permanence that for business vision would seek to establish. Let us remember that to exploit her needs for profit would not be wise and would not be laying a broad, deep foundation for future trade."

"We must remember also that the possible problems of force are not wholly gone. Germany seems in chaos; Russia we know is so. Who will say today what is the future of Bolshevism? Voices are raised in-

deed to say we have nothing to do with Russia, and perhaps it is not wrong to infer that they would argue we have nothing to do with the internal forces of what is going to be the new Germany.

Europe's Battle With Anarchy New

"We have been fighting, however, the battle of freedom against autocracy; are we supposed, therefore, to have no concern in the battle of freedom against possible anarchy? If it meant that we can withdraw, like the turtle within his shell or like the ostrich bury our heads in the sand? Can we, dare we, permit a flood of anarchy, if it will be such, to sweep over Central as well as Eastern Europe, to threaten the peoples who have fought by our side, and if this is done, then certainly later to threaten us? I do not speak as an alarmist, not as fearful, but merely as addressing men whose thought, being sober and sane, will in that thought consider the possibilities of living facts."

"We must consider also that the newly born nations which have been created since the storm of war are but barely born. Their exact boundaries are in some cases yet

undefined, their organization far from complete. They are not now able to buy largely. They need time and definition and formal welcoming into the family of nations and the establishing of credits before they can become large markets. The status of Syria, Mesopotamia and Armenia hangs in a still uncertain balance. In planning for commerce with these countries we shall do well to recall that 'all things come to him who will but wait.'"

Mr. Redfield reviewed the organization and work of his department, and concluded:

"In a brief review, therefore, the department is prepared, if it shall receive the support of Congress to sustain our commerce and industry both in the domestic and the foreign field, providing both a scientific and a commercial service at home, co-operating with the great commercial service abroad. It is, we venture to think, a unique Governmental organization, better equipped with men and apparatus than anything of its kind in the world. Its future depends upon whether the vision of Congress shall be such as will measure it at its true value."

British Women's Work Association

The following letters refer to a gift of 322 garments made to 59 Russian officers and nine nurses going from Persia to Siberia. They passed through Shanghai early in January:

Shanghai, February 27, 1919.
Dear Lady de Saumarez—I am very pleased to send on to you the letters (translated from Russian) received by me from Colonel Goretzky, Commander of the party of Russian officers from Persia (59 officers and 9 nurses), who passed through here last month. They were fully supplied with warm clothing nearly all of which was a gift from the British Women's Work Association.

As they only stayed one day here it would have been quite impossible for me to have done all that was needed had it not been for the energy and kind assistance of Mrs. Ayscough, who acted with great promptitude. This letter of thanks, therefore, is due to her more than to me. It may perhaps give her and other English ladies of the British Women's Work Association satisfaction to know how much their efforts in the great work of war relief are appreciated.

Very sincerely yours,
L. Synnerberg.
Dear Mrs. Synnerberg—I have the opportunity herewith to thank you from all my heart for the wonder-

ful kindness which you showed in personally assisting in the supplying of warm clothing to our officers. Thanks solely to this nearly all the officers have now been despatched to different military detachments and were able without delay to leave for the front. Only three of them are staying in Vladivostok for the present.

We were deeply touched by the cordiality shown to us in Shanghai; we did so greatly appreciate it—hungry as we were for a little human sympathy and kindness! Very truly yours,
(Colonel) Goretzky.



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MARRIAGE

EVANS-MORTON. On Saturday, March the first, at H. B. M. Consulate General, and afterwards at the Union Church, by the Rev. C. E. Darwent, M.A., Joseph Jewell, youngest son of Mr. and Mrs. Edward Evans to Alice Louise, second daughter of Mr. and Mrs. T. S. Morton.

Today's Church Services

Holy Trinity Cathedral.—Sexagesima. Five minutes before the hour of every service worshippers may sit in any unoccupied seat. Quinquagesima; 8 a.m. Holy Communion. 9:30 a.m. Children's Service. 10:30 a.m. Matins; Garrett in D.; Anthem, "Blessed be the God and Father." Wesley; Hymns 291, 248, 301; Preacher: The Dean. 11:30 a.m. Holy Communion. 6 p.m. Evening Prayer in A minor; Anthem, "Give ear unto my prayer"; Accetti; Hymns 183, 224, 27; Preacher: The Dean.

St. Andrew's Church, Broadway.—10:30 a.m. Matins and Holy Communion. Preacher: Rev. E. A. Cook, B.A. 2 p.m. Children's Service. 6 p.m. Evening Prayer. Preacher: Rev. A. Lea, B.A.

Union Church.—Sunday, March 2, 11 a.m.; Preacher: Rev. C. E. Darwent, M.A.; Subject: "Paul's idea of human nature"; Chant 10; Anthem, "Sleepers, wake." (Mendelssohn); Hymns 82, 111, 275, 12 noon. Holy Communion; Hymns 485, 492, 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "Finding fault with the Gospel"; Chant 30; Anthem, "O taste and see." (Goss); Hymns 8, 360, 553.

For A Certain Peace

Alliances Have Failed So Regularly, A League Of Nations Deserves A Trial

By Bainbridge Colby

IN the cordial greetings, proffered and received, in the course thus far of the Presidential visits only one defined cleavage of opinion appears. Shall the future peace of the world be sought through the old theorem of a balance of power, a view to which Premier Clemenceau has given vigorous assertion before the Chamber of Deputies, or through a community of power, which President Wilson in his Manchester speech urged as the only escape from the organized rivalries of nations, which is all that he sees in a balance of power?

One view is old, old tried, and history has yet to record an instance in which it has proved successful as a means of averting war. The other is new. It may fail, but it has at least the relative prestige of not already having failed, and repeatedly failed.

A balance of power involves the continuance of a system of alliances. Alliances breed counteralliances. The balance becomes precarious. It is an unstable equation, made up of the shifting factors of armament, conscription, naval construction, and the defection and accession of its members, as the nations inevitably obey age-long tendencies to place their own interests above foreign attachments.

History shows that alliances are of short duration. They are prone to languish and fall to pieces the moment their immediate objects have been attained.

At the time of the Congress of Vienna France was an outcast among the nations, and yet three years had not passed before Russia, deserting her Allies, sought an alliance with the common enemy, while Prussia, the most bitter of the foes of France during the discussions at Vienna, sought a French alliance before the century was half gone.

The Holy Alliance among Russia, Austria, and Prussia was to be a permanent union for the resistance of democratic impulses throughout the world and the maintenance of peace. Yet in a few decades came the Crimean War, in which Austria, leagued with France, was pitted against her former ally, Russia, while the latter's other associate in the Holy Alliance, Prussia, withheld her support and looked on with cold neutrality. In the same war France and Great Britain sunk their mutual enmity and joined hands against Russia. But hardly had peace been again declared when France forsook her new-found alliance with Great Britain and resumed close relations with Russia.

The nineteenth century, not to go further back, affords other striking instances of the inconstancy to even the most formal alliances, exhibited by all nations, when alliance and interest come into collision. Six years after Prussia and Austria had waged their struggle for

German ascendancy, the latter humbled and defeated, joined with the new Emperor of Germany in the contents of the three Emperors, which developed into the more significant Austro-German Alliance of 1879.

A similar reversal of policy occurred in 1907, when Great Britain, disregarding her century-long quarrel with Russia, reached an agreement with Russia, and Afghanistan, which paved the way for the subsequent broadening out of the Anglo-French entente into a triple agreement, which was practically a military alliance.

During most of the nineteenth century England was Austria's friend, even when the latter was oppressively resisting Italy's struggle for freedom, and the mid-Victorian statesmen sought as one of the true objectives of British policy to preserve Austria as a great power, and to prolong the period of German disunion and impotence. Today Great Britain and Italy are emerging as victors from a struggle waged by them as allies against both Germany and Austria.

Can anything surpass the fluctuations of international friendships as thus exhibited by the most enlightened nations? Can a "balance of power" be a permanent security against war in view of the fact that its foundations necessarily rest upon international alliances, which are so frail and flicker?

Indeed, it is difficult for a reader of history to escape the feeling that the so-called "balance of power" theory of world organization has been a fruitful source, rather than an efficient preventive, of war.

When England, France, and Russia finally achieved the formation of the Triple Entente, the European world became more than ever involved in a policy of rival armaments. The defensive purposes claimed by each of the three nations to underlie their agreement were not credited by Germany. Commenting in 1906 upon the discussions between England and Russia, which foreshadowed the Entente, the German Chancellor said:

"A policy that aims to hem Germany in, to draw around us a circle of the powers for the purpose of isolating us, would be a very dangerous policy for the peace of Europe." The decisive conflict for power, which was to follow so soon, may in a very true sense be said to have been the out-growth of this ominous "balance of power."

"A steadfast concert for peace can never be maintained except by the partnership of democracies," said President Wilson in his speech to Congress on April 2, 1917. History sustains him in that view, and his countrymen are fast coming to see that way, too, I think.

Reasons For Having League Of Nations

There Should Be Mechanism By Which Problems May Be 'Thought Out' Instead Of Fought Out

By Norman Hapgood

IT is not likely that the conference at Versailles will refuse to form something bearing the name of a League of Nations. The demands of President Wilson, Mr. Lloyd George, Mr. Asquith, Lord Grey, and the Socialist parties of France will constitute a strong force toward the creation of a genuine league.

The menacing social and industrial situation in Russia and Germany, and the fighting going on between some of the newly created political units, allows of only two methods of treatment. One the old story of attempted military suppression, the other an organization that is universal in its nature. Unfortunately the Versailles conference will consist of Governments rather than of representatives who adequately stand for the various forces in the different nations, but even so, no Government is going to be willing to face the popular forces with their threatening rumbles that will surely increase should they refuse flatly to create any League of Nations.

What there is danger of is the name without the reality. This danger is, however, less than it would be if as little thought had been given to the subject in England and France as has been given here. Such hostile attitudes as those taken by Colonel Roosevelt, Senator Knox, Senator Poincaré, Senator Reed and various other defenders of old-fashioned nationalistic thinking have their counterparts, of course, in other countries, but they are offset by well-informed and enlightened bodies of men representing liberalism. If Mr. Lloyd George, for example, should not make a fight at Versailles for a League of Nations in a broad, liberal, and tolerant sense, his political career, in spite of his recent victory, would soon be finished. The forces of liberalism, as represented by Mr. Asquith and Lord Grey, and the forces of Labor, as represented by the new British Labor Party, would on the next suitable occasion bury him forever. Since that type of opinion in England is alive with the conviction that the war will be lost in its deepest purposes if it does not result in some such international creation, so in France M. Clemenceau, who has had a wonderful success in the military outcome, is now faced with an entirely different problem, and he will have to prove equal to it, or he, too, will fail, to be followed by a Government representing the Left.

France is by no means safe during the winter. The shortage of coal, the cost of living, the restoration of the terrible burden left on the country by the war, will give powerful stimulus to popular discontent, and if the people are told by their more liberal leaders that the Government are making an imperialistic peace, and representing the narrow thinking of the governing classes, they will give France something to think about similar to what the people are now producing in Germany, have already produced in Russia, and may produce at any moment in Italy.

Lack Of Education. The reason that the League of Free Nations Association in America has aroused such ignorant response from the educated and thinking minority is that this minority realizes the complete lack of education on the subject in America, and deplors the danger thus created. We have never been a people who reflected much on foreign affairs. Since we got into the war nearly all the engines of publicity have been turned into the service of organizing for a supreme material effort. The Attorney General's office, the Postmaster General's office, to a considerable degree the Bureau of Public Information, have been busy stamping on free and enlightened discussions and whipping the public up into a frenzy of hostility and credulity. Such work cannot be undone in a moment, although my experience, with audiences makes me believe that Americans are becoming tired of mere wallowing passion, and getting into the state where light may be substituted for heat.

We might as well take the bull by the horns in this matter. I regretted very much the need of accepting the post of President of the League of Free Nations Association. I thought the selection was a mistake. I thought the association ought to have a President who had more skill in compromising than I have and who was known for his conservative qualities and safe standing in the well-to-do parts of the community. The reason that I was overruled and forced to take the job was that the other members of the group, who had been studying the subject for six months, believed there was no use in camouflage. They said that the only hope was in facing the issues, distinctly recognizing the chasm that lies between the conflicting interests.

The League of Nations idea means a realization of the principles of enlightened labor everywhere; and also of the thoughtful and the liberal elements of what we are coming to call the bourgeoisie. It does not, however, represent, and cannot represent, the aspirations of those who have not moved an inch away from the most selfish and restricted conceptions of class and national welfare. The leaders of industrial and political Toryisms in America cannot, I think, be converted. They must merely be overborne by the public interest. The public is an extremely easy body to fool for a time, as was realized by Lincoln as well as by Barnum, although Lincoln differed from Barnum, in holding there was a limit in time.

One of the parties made its campaign before the November election in the State of Kansas, a center against the League of Nations idea, with such success that the reactionary element in the party wishes to make it a national issue, as illustrated by Senator Knox's resolution. It is not a party issue, however, for Senator Reed is just as hot and just as narrow as Senator Knox. Also some of the most influential backers of this idea are prominent Republicans. The real lines are between those who think the only way to progress is to look backward and those who think you move more safely if you move forward.

What is the minimum that we have to insist on in order that the League of Nations shall be a reality and not merely the use of an expression to disguise one of the old-fashioned limited and hostile alliances? We must obtain two things at least. We must obtain security for all nations, whether they are big or little, highly organized or industrial, and we must obtain equality of economic opportunity. No logic can be more funny than that which talks about safety lying in the highest kind of military preparedness only. Such preparedness might conceivably make China to a certain extent safe, unless there was a big combination against her, but what such a race in armaments could do for the peace, comfort, and security of Poland, Czechoslovakia, Jugoslavia, Armenia, and Palestine is not particularly easy to figure out. Two great considerations brought on the world war, along with minor causes that need not detain us just now. One was jealousy about the moral excellence of the League of Nations, and the other was the Bagdad controversy, the Morocco controversy, and a dozen

different scrambles for control of undeveloped fields. The other was the attempt to meet this menace by constantly increasing armaments, so that the Germans, seeing the balance of power tending against them with the growth of Russian railroads, decided to touch the match to the magazine in 1914. A child may be led to account for the war exclusively by the villainy of a few men, and so may the mob, but intellectual simplicity of such a view is a hopeless basis for any solution of the present world agony that will give us any promise of a better and safer civilization.

All Opinions. Let it not be supposed that equality of economic opportunity prevents such tariffs as any country may feel requisite for the completing of its essential industries. The League of Nations, including its economic plank, is being defended by intelligent Protectionists, just as it is being defended by intelligent Free Traders. Indeed, the personnel of the League of Free Nations Association is sufficient to indicate that the necessity for such a league can be seen by many contrasting types of free minds.

They are gathered together, in that cause here and abroad—Conservatives, Liberals, Socialists, Free Traders, and Protectionists; people who believe that Italy should control the Adriatic and people whose sympathies are with the Jugo-Slavs; people who believe in extreme nationalistic divisions, and people who believe that it is only a short time before the Czechs-Slovaks, the Jugo-Slavs, and the Poles will have some kind of a federation with free Russia; people who sympathize with Liebknecht and those who sympathize with Scheidemann; those who wish us to take a hand in the destiny of Russia and those who wish us to leave it alone. The League of Nations, in short, is to exist not for the sake of expounding or defending any doctrine, but for the sake of having a mechanism by which all these questions, sure to remain extremely difficult, can be thought out, instead of being fought out. The doctrine includes the enforcement of peace with any nation, but also includes something far different.

(Continued on Page 14)

Musical Matters

By T. B. Hurry, Mus. B.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

The outstanding feature of the A. D. C. performance of "The Gondoliers" is the excellence of the work of the chorus.

In regard to its enunciation, this chorus should go far to re-establish the importance of verbal clearness, for it is the department in which such things are so seldom even aimed at.

Too often the chorus gets precise directions only as to its stage grouping and action; the words go by the board in merely local attempts to be effective in a large and splashy way. In Gilbert and Sullivan this would be intolerable and Mr. Young, in insisting on language from the first has exceeded all expectations as to choral excellence. The unusual amount of work put in by trainer and chorus has been well worth while.

The question of words in other departments of music will repay attention. That concert-room singers do not give their words sufficient thought is evident in various ways. Lack of purity of diction itself is an artistic error, and commonly a cause of complaint. But singers are careless in this respect would appear very often to approach the art of song too much from a purely vocal point of view.

Granting that many songs are sung which in the words have no possible interest for anybody, and that those about roses, moons and sunshiny smiles can be trusted to make their own inglorious triumphs without aspiring to any clear meaning, there remains the question of the song in which the literary element is undoubtedly present.

When a singer, either from laziness or from trusting too much to merely vocal effects can not be prevailed upon to send in his or her words in time for them to be printed on the program, he or she shows a lack of sense of proportion, except when the song is such that the printed words would be only an additional offense, as would be often the case. In a song of any merit the words are of primary importance and their full appreciation by the hearers is necessary. If the printing of the words is for any reason not possible, it is a good plan to give verbally some account of the song; such account corresponds to the program notes for an instrumental piece.

Being able to hear distinctly the sung word is often not nearly enough to ensure full appreciation. The finer the song and the better the singer, the more likely is the printing of words to be an advantage. Innumerable instances where a close acquaintance with the words is called for on the part of the hearer occur to one. As a single example only, take the fine song of Walt

Whitman "Ethiopia Saluting the Colors," music by Charles Wood.

No singer can hope to do it justice unless his hearers are in a position to grasp an arresting and dramatic situation. The marching of the piano is the tramp of marching feet. The two characters speaking are not merely a soldier and an old slave woman, they are prototypes of the actors in the struggle for human freedom. Can this be conveyed unless the poem is there as well as a singer capable of picturing the attitudes of the characters? I think not. Here is the poem:

Who are you, dusky woman, so ancient, hardly human,
With your woolly white and turbaned head, and bare bony feet?
Why rising by the roadside here, do you the colors greet?

"Till while our army lines Carolina's sands and pines,
Forth from this hovelled door thou, Ethiopia, com'st to me
As under doughty Sherman I march toward the sea."

"Me, master, years a hundred since, from my parents' sundered,
A little child they caught me as the savage beast is caught,
Then hither me across the sea the cruel slaver brought."

No further does she say, but, lingering all the day,
Her high-borne turbaned head she waxes and rolls her darkling eye,
And courtesies to the regiments, the guidons moving by.

What is it, fateful woman, so bleared, hardly human?
Why wag your head with turban bound, yellow, red and green?
Are the things so strange and marvelous you see or have seen?

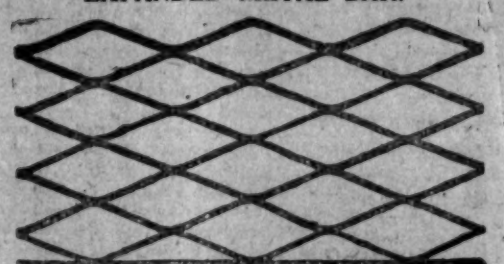
WALT WHITMAN.
An unusual situation (and music deals with the unusual) is often conveyed in some delicate turn of a phrase in the words. Any singer can recall dozens of such cases. Sometimes the whole atmosphere of song and accompaniment is determined by a "key" word or two. A composer in setting a song does not first regard the setting as of so many syllables presented in sound; he forms a central conception of the poem. All details conform to this one idea, and unity is the result. So a singer must form his conception of the literary content of his song, and not merely of its vocal possibilities.

Such considerations should at least deter singers from the gross crimes. When one thinks of a room full of Anglo-Saxons listening to a song say in one of the more unusual Scandinavian languages without any guide either of translation or of original words, one is aware of the lengths to which a disregard of the most ordinary considerations can be carried. The applause at the close is a mixture of incoherence, politeness and surely of relief at deliverance from an absurd situation. That in such cases the singer in the last degree is conscious of anything ridiculous is not the most encouraging sign.

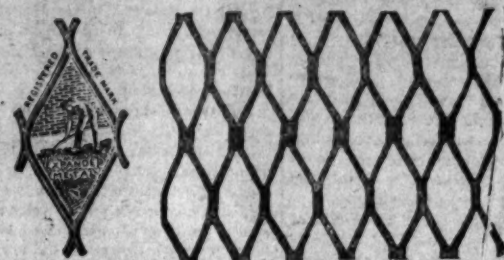
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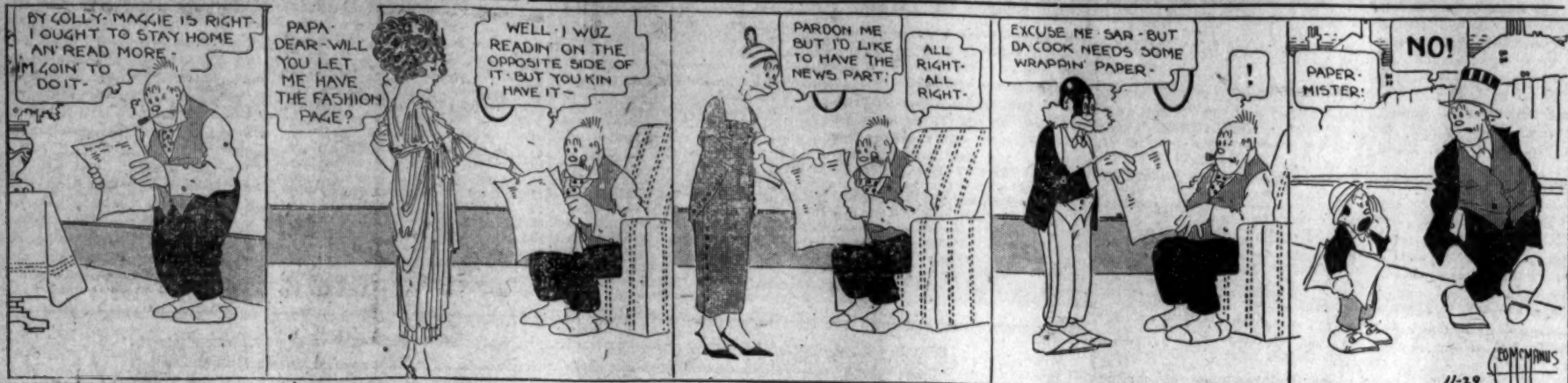
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Bringing Up Father

By George McManus



Stage Stories Missing Cues And Missing Props

(New York Times)

A few weeks—or more nearly months ago, the property man made a fatal slip at a Saturday matinee of the short-lived "L. O. L." at the Belmont Theater. It is the province of the property man to see to it that the various properties—props, in stage parlance—are in their places at each performance. It may be a pencil in the pocket of an actor or a picture which hangs on the wall—anything of

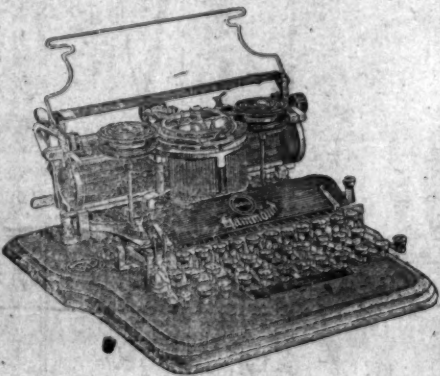
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there was an awkward pause. Jose Ruben, who was on the stage with Mary Nash, looked in the direction whence the sound of the phone customarily came. The telephone was not on the stage.

Mr. Ruben did what a good many actors of the modern school would have done. He stepped down to the footlights and informed the audience that the telephone had been accidentally left off the stage, and that inasmuch as it was essential to the play it would be necessary to ring down the curtain for a moment. The stage manager, taking his cue from the actor's speech, rang down the curtain, the telephone was placed on the stage, the curtain went up again and the play proceeded. But most of the illusion, of course, had vanished.

Actors and property men are not infallible, and slips of one sort or another are constantly being made. Players miss their cues and are late for their entrances, precipitating that terrible pause known as the stage wait; essential props are either not in their places when required or, as in the case of guns which do not go off, fail to respond at the proper moment; an actor forgets his lines or omits an important bit of business; the scenery misbehaves at a vital moment—any one of a dozen or more things can happen to mar or even completely ruin a play. Sometimes the quick-wittedness of an actor saves the situation; at other times the contents of his mind are such a nature that nothing can be done.

The actor of a generation ago, less carefully drilled than the performer of today, and more accustomed to rely upon his own resources, probably would have bluffed his way through the missing telephone dilemma, and thus avoided the ringing down of the curtain. For example, he could have stood with his back to the audience in the doorway, pretending that the telephone was just off stage. William Seymour, the veteran stage producer, tells how Lester Wallack once filled a stage wait of five minutes when an actor failed to appear on cue. The occasion was a performance of Sardou's "Diplomacy" with Wallack as the hero, and John Howson as the villainous Baron Stein. The scene was the old Park Theater in Boston, the dressing rooms of which were high up in the wings, and could be reached only by wind-up iron stairs, the ascent of which was necessarily slow.

Howson, completely misjudging the time, was still in his dressing room at the moment when he should have been walking onto the stage. Wallack, looking out of a window at the rear of the scene, saw the stage manager look about wildly and then start to dash up the winding stairs. Howson, however, was not a man who could move rapidly down them, and Wallack knew that a stage wait of three to five minutes was inevitable. He met the situation completely. "Ah!" he exclaimed, still looking out of the window. "A carriage is drawing up to the curb. Who can it be at this hour? Now the coachman is descending; he is assisting a gentleman to alight," etc. In this manner he turned the progress of Baron Stein from his carriage to the doorway, bringing the recitation to an end as he saw the actor come down the stairs.

It was Wallack also who once turned a dangerous situation to dramatic account in a performance of T. W. Robertson's "Home" at the old West End Theater at Broadway and Thirteenth Street. The play contained a scene in which the hero was ordered from his father's house for one reason or another, at the end of which scene the father stormed from the room, leaving the son to make his exit afterward. On this occasion, just as the father went out, some artificial flowers on the mantelpiece caught fire from a nearby gas jet. (It was before the days of electricity.) Wallack, walked calmly over, extinguished the blaze, and then looked toward the door through which his supposed father had gone.

"He may have ordered me from his house," he said, "but I have at least the satisfaction of having saved his home from burning down before I went."

One of the most familiar and most absurd stories of histrionic presence of mind is concerned with an old-time melodrama which called for an actor to file his way through prison bars, only to be shot dead later as he stood on the wall of the prison, about to escape. The file had been brought carefully into the plot so that the audience was fully aware of the reason the prisoner had it in his possession. One the night in question, as he stood on the prison wall after saving his way through the bars, the gun of the prison guard failed to go off when the trigger was pulled. The actor, however, fell from the wall as he was accustomed to, but instead of another character being met by a click instead of the customary report. The other man, however, fell down as usual when the trigger was pulled, so the first player

did what he could to save the situation. Looking from the revolver in his hand to the man prostrate on the floor, he remarked, "These Maxim silencers are certainly wonderful things," and the play went on.

Just a few weeks ago, as a performance of "Redemption" at the Plymouth, John Barrymore's revolver failed to explode when he reached the suicide episode in the final act. The pressing of the trigger in this instance is accomplished by a leap into the air as he is shot, and Barrymore has so timed matters that he leaps just a second in advance of the shot. The revolver is a six-shooter, and at this particular performance the property man, when he inserted the blank cartridge, had turned the cylinder one space too far. The result was that Barrymore had to press the trigger six times before the shot was heard, and by that time the theatrical effectiveness of the death leap had been all but dissipated.

the throne room scene, and during the run of the play at the New Amsterdam Theater here the hassock became so worn that the star demanded that it be replenished. Mansfield's Saturday program was "Dr. Jekyll and Mr. Hyde," and by sending the hassock to the upholsterer early Saturday morning the stage manager thought to get it back in plenty of time for the Monday night performance of "Ivan." It failed to arrive, however, and in the emergency a small red hassock of the sort provided by the theater management for its juvenile patrons, was put in front of the throne instead. The entire stage setting was green, and this bit of bright red greeted the star as he made his entrance preparatory to mounting the throne. His reply to the stage manager was to lift the hassock neatly with his foot and send it spinning out into the audience.

In "East Is West" there is a scene in which Forrest Winant comes in with his overcoat pockets full of presents for Fay Winter. The most important of the presents is a book, and a situation depends on it. At the Wednesday matinee of the last week, when the scene had been reached, Winant began to empty his pockets as usual. He gave her her soap, peanuts, and one or two other things. "Then," he said, "there's a book," but the book was not there. He quickly added, "which I forgot," and dashed off stage to get it. Miss Bainter, left alone, held the scene by munching peanuts and improvising a line or two until Winant returned.

At the Red Cross performances of "Out There" at the Century in the Spring there occurred on the opening night a stage wait which most of the audience sensed. Following the departure of "Erk" to enlist, the end of the first act, the mother and sister of Annie have one or two speeches before the curtain falls. The sister then bids her mother take a drink, and the curtain drops as she lifts the flask to her lips. This night, however, the curtain did not fall. Helen Ware, who was playing Princess Lizzie, looked uneasily off stage and then said: "Have another drink," a Henry Mercer, playing the mother, drank again. But still the curtain did not fall. "Have another drink," said Miss Ware, equal to the emergency. Fortunately the curtain finally fell at this point, and Miss Mercer was saved from drinking herself to death in the interests of art. It developed later that Laurette Taylor, who had just left the stage, had stopped to chat with the youth who operated the curtain, and had so distracted his attention that he missed his cue.

In "The Woeful of Eve" Miss Taylor figured in an episode which might have halted the show, but didn't. In this play, after the first act had progressed some twenty minutes, Miss Taylor made her first appearance by rising from a couch on which she was supposed to have been asleep. The back of the couch was turned to the audience, which accordingly did not know that it was occupied. At one performance Miss Taylor varied the monotony by actually falling asleep, but, inasmuch as the business of the play called for another character to wake her by sitting upon her, she was brought in time to respond to her cue. This story, although true, smacked so strongly of the press agent that that individual did not even communicate it to the newspapers.

Franklyn Ardell's talent for comedy turned a stage wait in "The Crooked Hour" the other night into the biggest laugh of the performance. The climax of the third act is reached when a bomb from an airplane strikes the house in which Jane Cowl, frantically operating a telephone switchboard, is trying to save a division threatened with destruction. At the time Miss Cowl is calling Solomons on the telephone, and the word is the cue for the bomb explosion, and the collapse of the house. On this night, as she called "Solomons!" the bomb exploded, but the house failed to collapse. Miss Cowl waited a agonizing second, and then again called "Solomons!" Again a wait, and as she was about to call a third time the voice of Ardell could be clearly heard all over the house. "Never mind Solomons!" he whispered, "Call 'em up back here and find out what in blazes is the matter."

Of minor stage waits, during which the audience is kept amused by one contrivance or another, there is, of course, literally no end. When the condensed "Pinafore" was first played at the Hippodrome, one recent Monday afternoon, some difficulty was experienced in setting the stage, and the wicket of saxophones who had the preceding night played Cohan's "Over There"

and indicating as she withdrew it that the stove was not indeed. In the midst of the scene, however, the theater cat chose to stroll out upon the stage, and, as luck would have it, elected to climb up on the supposedly hot stove. And there it calmly sat, licking its paws in lazy comfort. The audience gave way to uncontrolled merriment, and the entire act went for naught.

John R. Scott, famous in his day as a Shakespearean actor, once caused an actor to make an exit which is perhaps unique in the history of the stage. He had reached the grave-digging scene in "Hamlet," and being out of sorts and anxious to get through with the performance, was anxious that the skull of Yorick be handed him instantly—a dozen or so speeches before it was time for it, in fact. "Give me the skull!" he growled under his breath to John E. Owens, who was playing one of the grave-diggers. "Give me the skull or I'll break your own in," he continued, as Owens hesitated. Owens handed him the skull and fearing the results of Scott's wrath, dived down into Ophelia's open grave and made his exit through the cellar. The surprise of the audience at seeing an actor vanish in this way may well be imagined.

Although this story is supposed to be concerned solely with the stage, there is an operatic episode too amusing to be overlooked. It occurred at a performance of "Bohème" in Philadelphia in the last operatic days of Oscar Hammerstein. Among those in the cast were Carmen Melis, Emma Trentini, John McCormack, and Sammarco. The final act in the studio had been reached, and for some reason Sammarco flounced down upon the bed with unusual vigor. He sat down so emphatically, in fact, that he went through the slats, and for a moment only kicking heels and waving arms could be seen. The action of the opera was stopped entirely while McCormack and others pulled Sammarco from the bed, and was held up further while they endeavored to restore the bed to its previous condition. This last was necessary because Carmen Melis was at that moment waiting in the wings to come on and die in that very bed. Failing to get the slats into place, Sammarco hurriedly spread one of the sheets on the floor in front of the bed, it being obviously his intention that Mme. Melis should die on the floor. At this moment she entered, and, observing the preparations made for her demise, made vigorous objection. In audible Italian she bade McCormack bring a chair, and it was in a chair that she died, with her fellow singers, who were to have been grouped around her bed, standing around the chair instead.

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Message To Wilson Urges Him
To Insist Upon It As One Of
First Principles

MEETING IN CARNEGIE HALL

'Foundation Laid,' Says Oscar
Strauss--President Lowell Of
Harvard Also Speaks

New York, January 13.—At a mass meeting which filled Carnegie Hall last night, not only was the idea of the League of Nations overwhelmingly endorsed by those present and a message sent to President Wilson, urging him to insist upon the principle of the league as a preliminary to every other consideration, but the speakers brought out the fact that two public men, who had been supposedly unalterably opposed to the idea, had expressed themselves as heartily in favor of it.

Oscar Strauss, former Ambassador to Turkey, revealed the innermost conviction of ex-President Roosevelt as having been a belief in the necessity of a league. This view was expressed to Mr. Strauss two days before Christmas, when he visited Mr. Roosevelt in the hospital. At the mention of this every one in the audience rose spontaneously in appreciation and memory of the departed statesman. Norman Hapgood, in his address, quoted from a speech of Senator Lodge, delivered in 1915, in which he said: "This league certainly has the highest of all aims for the benefit of humanity, and because the pathway is sown with difficulties is no reason why we should turn from it."

The meeting was under the auspices of the Civic Forum, with the co-operation of the League to Enforce Peace, the League of Free Nations Association, and the Association of Neighbors and Workers. The other speakers were President A. Lawrence Lowell of Harvard University, Frank P. Walsh, former Joint Chairman of the War Labor Board, and Professor Samuel McCure Lindsay, of Columbia University. Foundations Already Laid.

After paying tribute to Colonel Roosevelt's allegiance to the cause, Mr. Strauss recalled the slogan of Bernhardt, "World Power, or Ruin," and the saying of Joubert, the French moralist: "Force and Right are the governors of the world. Force till Right is ready," and then pointed out that for the first time in the history of the world free nations had the power to enthroned Right and make it the arbiter between nations. Showing that while the League of Nations has long been a dream, the balance of power had really governed the world, the speaker then indicated the bases upon which it could now be established.

Mr. Strauss continued in part: "The foundations of a League of Nations are already laid, cemented by the blood and sufferings of our sons, fighting shoulder to shoulder in the Argonne Forest and in the trenches of victory. The tide of war which ran so strong against the Allied nations, was only turned, after the Balkan and Gallipoli collapse, the Italian disaster, and the Russian breakdown, by the creation of a General Staff and a Supreme War Council. Lloyd George himself bears testimony to this, as he appeared before the council and made an appeal for peace, and then merged their individual idiosyncrasies for a common end."

"He said there were inherent difficulties to be overcome, the Kaiser counted upon these difficulties, and in the heyday of his glorification, when he was brandishing the mailed fist and the shining sword," said King Constantine that he had the Allies beaten, because they were not consolidated and could not unite. Unless we learn the lesson of this merger and make it the world policy for peace there will be no lasting peace; we will have succeeded in defeating an enemy, but not in laying the firm foundation for world peace."

"The nations that are about to come together at the Peace Conference, and who will shape its councils, for the first time in the world's history are democratically governed nations, and this distinguishes it from all previous postwar congresses, such as the congresses of Westphalia, Vienna, Berlin and London. Clemenceau in his recent speech in the Chamber of Deputies appealed for the re-establishment of a balance of power. The report says at this point great disorder broke out in the Chamber and a Socialist Deputy exclaimed: 'This is a system which has gone into bankruptcy.'"

Mr. Strauss then took up the objections that had been offered against the league. As to Washington's declaration against entangling alliances, Mr. Strauss held that we must face the difficult problems of today as we find them, and then showed that there would not be, as has been stated, any abrogation of the Monroe Doctrine, nor would it be necessary for us to give up control of our internal problems. After referring to the old policy of Germany of making very war appear as a defensive war, and of Austria's application of it in the last war, the speaker said that these facts illustrated a condition that lies at the root of the evil.

On Basis Of Criminal Law
"The relationship of nations, especially in the launching of war between them, should be put on the basis of criminal law as distinguished from civil or municipal," he continued. "In the civil law when two

parties have a controversy in regard to their rights they go to the court for adjustment or adjust it in their own way. On the other hand, if a person commits a criminal offense, the crime is considered by all civilized States as a crime against the State and the people of the State in their collective capacity try the criminal and inflict the punishment, and the theory upon which the League of Nations will be placed is the same.

"The policy that will control the world under a League of Nations will rest on the basis of the criminal law, and the State that refuses to seek peaceful methods for the adjustment of its grievances and begins war will be regarded as a criminal against the peace of the world, to be dealt with by the League of Nations under the provisions of their mutual agreement."

"No plan can be humanly devised which will under all circumstances prevent war. The power of any nation to make war can no more be taken away from a free nation than the power to commit murder can be taken away from a free man, but the opportunities to make war and the occasions that bring about war can be immeasurably lessened, by enlarging the instrumentalities for the peaceful adjustment of international differences, by restraining the spirit of aggression by protecting the smaller nations in their national rights, and preventing them from being absorbed through the covetousness of their stronger neighbors."

"As Lloyd George pointed out, this will become the more imperative after the war because of the ten or twelve new nations in mid-Europe and in the Ottoman Empire formerly under the yoke of the autocratic powers, to whom must be given their independent rights as free nations. "The victorious ending of the war demands new measures for their solution. In the words of Lowell, you cannot unlock 'the Future's portal with the Past's blood-rusted key.'"

"It has been said of all great wars, as it has been said of this war, that they were fought to put an end to war. Even the Kaiser made that claim, but all history proves that wars, however bloody and however colossal, do not end war, but propagate new wars. It is the kind of peace that follows a victorious war which alone can tend to war, and it will be the peace and the kind of peace that the Peace Conference will make that will decide the future of the world; and no other plan that has been suggested will give so great a surety for an enduring peace than under a league of free nations which places the might of the associated nations as guardian over the rights of each nation."

GOOD STORIES FROM BIBLE

Soldiers Found Holy Wars And Inspired Heres Most Interesting

Little incidents that show the influence of religion or illustrate the attitude of the men in uniform toward religion were told at a recent gathering by the Rt. Rev. John N. McCormick, Bishop of Western Michigan, and who spent nearly a year in France as a Major in the Red Cross.

"One of the chaplains in France told me that although every soldier had a small New Testament which went into his pack, he was having constant demands for the whole Bible in English. He had secured the country for Bibles and the supply was not equal to the demand. Finally he asked a private why he wanted the whole Bible."

"Because I want to read about the wars," came the reply. "The Old Testament is full of wars and I want to read those stories."

"What of the transport?" went over the chaplain, "I want to read those stories."

"What of the transport?" went over the chaplain, "I want to read those stories."

"What of the transport?" went over the chaplain, "I want to read those stories."

them stories. He did not say they were Bible stories. He just told them for their brilliant value as tales. And he told the story of Paul's shipwreck and those fourteen days in a typhoon when he was making his famous voyage to Rome. When he had finished a man called out to him:

"Who was that guy?"

"The story teller replied that it was a man named Paul. The soldier went below and aroused his bunkie. 'The chaplain was telling us a story up on deck about a fellow named Paul, and he was some man.'"

"I heard a story about the Vindictive, which was told me by a sailor. I think it must be true, because sailors always tell the truth. When the Vindictive was going into the harbor of Zeebrugge to bottle up the German navy by sinking herself in the harbor, it happened to be on the eve of St. George's Day. She passed a British flag, which signified her:

"For God, for England, and St. George, and the Vindictive answered, 'Yes, and we are going to take a damned good twist in the dragon's tail.'"

Bishop McCormick told this story of an American soldier in France:

"This young boy, having a little time off one afternoon, wandered into a little church which had been spared by the German guns. He walked in slowly and wandered about, looking at the beautiful windows, examining the lovely outlines of an edifice which had stood for more than two centuries."

"Just as he was about to leave he saw a man in a General's uniform enter the church and, going up to the chancel, kneel down to pray. The boy waited in the shadow. He stood there quietly and watched the kneeling soldier. He had not said his prayers for a long time himself, although he sometimes said little silent ones to himself out there under the black sky when shells were bursting."

"At last the officer arose and went out. The boy looked at his watch. For forty-five minutes that man in the uniform of high war honors had knelt. The boy following him to the street. He saw that his hair was white."

"Who was that?" he asked an old woman who had bowed and smiled as the General passed.

"That was General Foch," she told him proudly."



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Reasons For Having League Of Nations

(Continued from Page 13)

ent, namely, the removal of the principal causes of war.

Of course, people with their faces backward will get off the same old story. They will talk about the new step being against human nature. Mr. Wells has replied that of course it is against human nature, just as are policemen, teachers, and doctors. It may indeed be said that if this move were not against human nature, there would be no necessity of planning and organizing to bring it about. The type of mind that discredits any effort by indicating that the effort is difficult is a widespread

type, but one of which the intellectual brilliancy is not great. Not Un-American

One thing that bothers a good many Americans brought up in a rather narrow interpretation of our history is the idea that such international responsibilities are against American tradition; that a League of Nations, in other words, is something un-American. It seems to me that the exact opposite is the fact. The application of principles has to change with the growth of population and of power, and with the invention of the steam engine, the telegraph, and the telephone. Our trade goes all over the world, knowledge of one country reaches another in a few moments and the world becomes so closely united that our country is forced into the war in spite of its traditions to the contrary.

The men who founded this nation

crossed the ocean in search of freedom. They fought a great civil war before our domestic understanding about the meaning of freedom became clear. We created the Monroe Doctrine, which meant the protection of weaker States in this hemisphere, and thereby the protection of ourselves from foreign wars. We now propose to carry that Monroe Doctrine further and to be the leaders in the creation of an arrangement by which weaker States, not only in this hemisphere but all over the world, shall be protected, and by which we shall be saved not only from wars growing out of any kind of imperialistic enterprise, but out of any cause whatever. It is simply the Monroe Doctrine brought up to the circumstances of 1919.

Intellectual Inertia

To tell the truth, the principal difficulty met in waking up the

United States to the need of a League of Nations does not lie in any arguments that are brought against it. The alleged arguments scarcely deserve the name. The difficulty lies in intellectual inertia. The ordinary man is surprised if you tell him that the United States is the most conservative of the great nations, but almost any person accustomed to thinking internationally will agree that that statement is correct.

The time is short. The problem really is whether in that short time the United States can be brought, as a whole to realize what the situation is. If it does have a full realization of the situation it certainly will have courage and enterprise enough to take suitable action to meet it.

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Home Rule Act Will Not Solve Ireland's Problem, Says Sir Edward Carson

Regardless Of What Legislation West And South Wish Enacted, Ulster Will March Hand In Hand With Democracy Of Empire, Writes Unionist Leader

By Sir Edward Carson
(Who discusses the Irish Question from the Unionist point of view)
I feel the great responsibility and the great duty which I have to perform. I have given the Home Rule matter very grave and very serious consideration, and I am bound to state exactly, as I have always done what I think of the matter.

How do we stand?
There is nobody nor any political party in this country (Ireland) nor in Great Britain who ever has a word to say in favor of the Home Rule act. It has been thrown over by every body.

It was hardly put upon the statute book before it was out of date. Only the other evening I witnessed a strange thing in the House of Commons when the Solicitor-General, Sir Gordon Hewart, who is himself a Liberal and a Home Ruler, asked the leader of the Irish Nationalist party whether he was satisfied with the principles of the Home Rule act. Mr. Dillon did not get up and say, "I must answer that question by asking another." And so I think you may take it that the Home Rule act is absolutely discarded by everybody. That does not relieve us of our difficulties, because it is an act of Parliament.

Political Confusion
I do not think at any stage of our controversies I have ever known a greater confusion in Irish politics. There are Sinn Feiners and there are Nationalists, or, as they prefer to call themselves, Constitutional Nationalists. Only the other evening Mr. Dillon declared that neither now, nor at any time, has there been any difference in policy as between the Constitutional Nationalists and the Sinn Feiners.

And the truth of the matter is, to put it plainly, that from the day that Mr. John Redmond died and ceased to be their leader the Nationalist party has been tumbling down into the morass of Sinn Feinism.

discussing the matter. And so it is, and always will be in Ireland. Whenever there is a breach between the Nationalist parties, whatever they may call themselves, each one of them will go on vying with the other in being more extreme in their demands, and it is the more violent party that will win in the end.

But that is not all, because while Mr. Dillon is making his overtures to the Sinn Fein party, with a view to saving something out of the wreckage at the next election, and while he is appealing daily and nightly in the British House of Commons to somebody or other to come to his assistance, he has now declared that the real way of carrying out his views is to appeal to the President of the United States, His Appeal To Wilson.

The bankruptcy of British Empire statesmanship is loudly proclaimed by Mr. Dillon, and he hopes to appeal to the President of the United States, who, he thinks, may be frightened by the Irish vote in America and may be induced in some way or other to come in and offer his friendly services and make confusion worse confounded by getting himself involved in our internal controversies.

I think not.
Well, then, I have to come for a moment to the Asquithian Liberals, because theirs is a position of extraordinary complications. It was Mr. Asquith who put the Home Rule bill upon the Statute Book, and he made a speech the other evening on Mr. Dillon's motion, in which he never said a word about his own child whom he seems to have either forgotten or buried out. But he voted for the resolution, and so did his colleagues on the Front Opposition Bench, and said that even before we entered interference negotiations at all we ought to settle the Irish question on the principle of self-determination. Our poor soldiers and sailors would have to lie where they are until we have settled the Irish question—on the principle of self-determination!

Self-determination by whom and of what?
Self-determination by the south and

west of Ireland of the destinies of Ulster?
Never!
Self-determination at the very moment the Nationalist Party themselves are loudly proclaiming that they are going to be swept from the representation in the new Imperial Parliament?

And what does that mean?
It means that our Sinn Feiners will carry the country.

Mr. Asquith and his colleagues when they speak of self-determination mean that they are prepared to go to the logical conclusion of the Sinn Feiners in settling self-determination. And what does that mean?

The Sinn Fein View
The one thing that the Sinn Feiners are perfectly clear and honest about is their program. They will have no king. They will have nothing to do with England or the Empire. They must have their own army and their own navy and they must send their own representatives to all the foreign courts.

I saw the report made the other day by some "Colonial" journalist who visited this country, and in that report he used the expression that there was no use trying to do anything for Ireland until the fit of insanity had passed away. That is quite true. That is the policy that the Asquithian Liberals voted for.

The Coalition, I understand, proclaims that there can be no coercion of Ulster. That means, I suppose, although I do not believe it is to be an immediate question—that they will exclude the six counties. But at the same time the Coalition with all they have to do, believe me, have no intention in the present condition of Ireland to bring forward any proposal for Home Rule at all. No one but a madman could offer Home Rule now.

Therefore I feel very confident concerning the political situation. But the matter cannot rest there, and I am going to propound somewhat of a new policy to Ulster.

In my belief we cannot wait till that settlement for a forward policy. And now I should like to explain exactly what it is I mean. This war has brought about and will bring about universal changes over the whole world. In the course of the war men's minds have been occupied with all the problems that are necessary for the greater advancement of civilization and the betterment of what are called the working classes.

Compensation Needed
There has been a great development in men's minds of lofty ideals, and why? For the one simple reason that you cannot ask the people of a country to go out and fight their battles under such circumstances as this war has shown without at the same time solemnly and seriously asking yourselves when these men come home, and when they have won the victory, "Have we not from them such a standard of living and comfort as will

a proper recompense for all they have done?"
There has been a great awakening, and it is our duty here in Ulster, where we live amongst a great and loyal and hardworking population, to see that full advantage is taken of these ideals.

You see revolutions going on all round—the dethroning of kings, the taking over of Governments and the abolition of old institutions. Do not for a moment imagine there is not a revolution going on in our own country. Thank God, it is a peaceful revolution, but it is a revolution which means that the country has awakened to the rights of all classes in the community, and a greater share in the prosperity and in the establishment of freedom and peace throughout the world. It is no use signing an armistice with our enemies if at the same moment we commence internal warfare at home.

And now what is it that we are going to do here in Ulster? In the past, Ulster has been hampered from day to day by always being dragged at the heel of the Nationalist Party. Well, that can be no longer tolerated. We have done our best to get them to work with us in the Imperial Parliament, and they won't do it.

Ulster is impatient.
We cannot afford to wait in a great community until the forces of reaction and disloyalty raised in the south and west of Ireland have been satisfied. Let them have whatever legislation they think that is suited to them, but let us, on the other hand, have the legislation that is suited to us, and, therefore, without waiting for a Home Rule bill that will partition Ireland, we will make the demand of the Imperial Government that in all future legislation the democracy of Ulster is to march on hand in hand with the democracy of Great Britain.

Whatever bill is passed for the betterment of the people of Great Britain must also be passed for the betterment of the people of Ulster. I cannot tell you how often I have protested with my leaders against that one clause, "This bill shall not apply to Ireland." And when I have asked, "Why should not this bill apply to Ireland?" they have replied, "We shall have such a row with the Nationalists."

I give my leaders notice today that I will never again take that answer. If they like to change their method of exclusion and say, "Not apply to the south and west of Ireland," let it be so. But never again shall we make confusion between Ulster and the south and west. I tell our Government that it is their duty—and that we are prepared to pay for it—to see that exactly the same machinery for the education of children is set up in this country as has been set up in England and Scotland. We will take nothing less.

I say once more my policy is closer union with Great Britain and the

entire discarding of the wait and see policy of the south and west of Ireland.

The Public Health Bill
In the House of Commons the other day there was a Public Health bill brought in. When Dr. Addison, the Minister of Reconstruction, was explaining it I got up and asked, "Does this bill apply to Ireland?" His reply was, "We have great hopes and expectations that the Irish people will be shortly able to manage their own affairs."

Yes, but it is tragic.
It means that the public health of Ireland is to wait till our political squabbles are all settled, until a question that has gone on for fifty or nearly one hundred years has been blotted off the slate. I immediately put down a resolution to move that the House refuse to go on with the bill till Ireland is included. If they like not to include the south and west, still let them include Ulster. At the present moment there is a great movement up here of temperance reform.

Where is the movement for temperance reform in the south and west?

I have heard nothing.
Are we to wait for all these things until the south and west have made up their minds?

Not at all.
We demand this reform for Ulster.
We demand Ulster as an entity, and we are no longer going to be dragged in this matter at the heels of the south and west.

There is going to be a great housing difficulty and we are promised by the Prime Minister a great housing reform in England. We are not going to wait till he comes to terms with the Nationalists to have that reform for Ulster. Let me put this matter clearly and openly.

In two sentences, we want closer union with Great Britain and every bill that is brought forward for the betterment of Great Britain must be applied to Ulster, whether the south and west want it or not.

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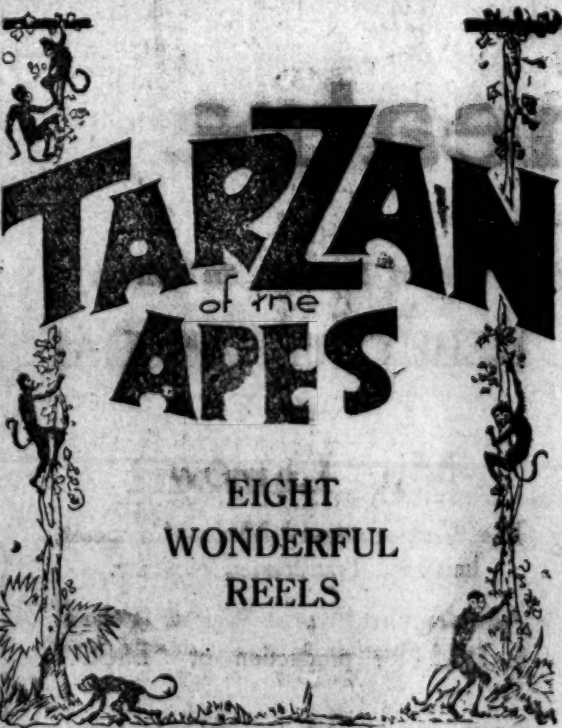
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THE DEATH OF KALA
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AGREE ON POLICY TO FOLLOW IN RUSSIA

Wilson And British Believed To Have Decided On Plans To Check Bolshevism

MAY USE POLISH TROOPS

Americans Also Agreeable To Sending An Allied Commission To Russia

By Richard V. Oulahan
(New York Times)

Paris, January 15.—President Wilson's conference on Tuesday with Lloyd George, Balfour, and Bonar Law is believed to have cemented the understanding between the peace plenipotentiaries of the British and American Governments concerning measures necessary to check the spread of Bolshevism, which both regard as the most important issue for the Allies to consider at the present time.

It now appears practically certain that the two Polish divisions which were organized in the United States will be sent from France to Poland to operate against the Bolshevik forces which are endangering the stability of the Government sought to be maintained by the Polish National Committee. That no American or British troops now in service will be sent to Poland seems to be definitely determined, but there is a likelihood that the British at least may call for volunteers to form a separate force, which would be used to augment the Polish commands.

American Troops Not To Be Used
Representatives of the United States continue to deny statements published in the Paris newspapers and repeated in the face of authoritative contradiction that President Wilson has agreed that American troops should go to Poland with the Polish divisions mentioned. Nothing is clearer than that the policy of both the American and British Governments, in their fighting capacity, is not to use any troops raised for the purpose of defeating Germany now that Germany has surrendered. The American and British forces will continue to police occupied German territories and would be called into service possibly to suppress disorders likely to have wide-spread effect, but beyond that the belligerent action of the American Expeditionary Forces may be said to have ended.

The main object of both Governments is to arrange world affairs so that their armed forces may be demobilized in the shortest possible time and the personnel shifted back into the channels of peaceful industry at home.

In a measure, it is understood, the willingness of the American and British plenipotentiaries that the Polish divisions should be employed in checking Bolshevism in Poland is a concession to the French view expressed at the meeting of the Supreme War Council with the heads of the peace delegations on Sunday—that as it was impossible effectively to deal with the Russian Bolshevik situation in a military way Poland should be made the bulwark against an extension of Bolshevism westward. It was suggested that American troops be employed for this work, but with President Wilson unresponsive to this proposal the willingness that Polish commands be so used shows recognition of the principle advanced by the French. It is the intention to send in these troops through German territory, but it is acknowledged that the problems of transport are very great.

May Send Commission To Russia

The American delegation is said to be in agreement also with a British suggestion which is a modification of the original British plan for extending recognition to various Bolshevik authoritative bodies. It was the original proposal that brought from M. Pichon the statement declining to agree that recognition of the Soviets was essential or wise. The British now have modified their proposition so as to provide for sending an inter-allied commission into Russia to study the situation and find a solution of the problems that are involved in the possible spread of Bolshevism ideas throughout Europe. It is said that the American representatives are not unfriendly to this view, which formed one topic of discussion at the conference between President Wilson and the British plenipotentiaries on Tuesday.

I learn from British sources, where no special desire exists to say pleasant things to me merely because I am an American, that Lloyd George and the other British delegates are greatly impressed with the personality of President Wilson. One of them was quoted to me as

Beautiful Italian Princess Greeted President



PRINCESS YOLANDA.

Princess Yolanda, eldest daughter of the King and Queen of Italy, aided her royal parents in welcoming President and Mrs. Wilson upon their arrival in Rome. The beautiful young Princess personally cared for Mrs. Wilson and Miss Margaret Wilson after they had appeared on the balcony of the Royal Palace.

saying that the President is very human, with a businesslike directness that is impressive and winning. There is no denying that when the President came to France many shock their heads and predicted that he and Lloyd George were bound to have a clash. Their argument was that both men had positive convictions with a habit of expressing them forcibly, and as each was somewhat stubborn, serious differences were imminent. But quite the contrary has proved to be the case. The British delegates are credited by their friends with saying that the President has shown a grasp of the situations presented and was ready with suggestions that straightened out tangles in an effective manner. At the same time, they say, the President expresses his own views with a courtesy and consideration for the opinions of others that was extremely productive of harmonious conclusions. Of course, it is due to the British that their desire to maintain the best of relations with the American delegation had some bearing in this connection. But the fact stands out that the conviction on both sides that they must work together for a peace that will prevent recurrence of the world conflict has been materially assisted toward concrete accomplishment by the friendly personal feeling that has grown up between the President and the British Commissioners.

I get the same story from a man who sat in the Inter-Allied Council and watched the proceedings. He was impressed by the directness of the President in getting at the point of problems, and even more impressed by the courteous consideration shown by him for views of others with which he was not in agreement.

The Allied experts who are now conferring with German representatives at Treves are seeking an arrangement by which unsundered German merchantmen may be employed for the double purpose of carrying American and possibly some Canadian troops home, in return for which Germany will be permitted to use these vessels to bring back cargoes of food not only for the German population, but for the distressed peoples of other countries. Such an arrangement involves a modification of the blockade restrictions, but there is reason to believe that objection to this will be overcome if the representatives of the Ebert Government show a disposition to agree to other things that the Allies desire.

The consideration shown to the Germans in this matter is due to the fact that the armistice failed to provide for Allied control of these German vessels, and the Allies wish to do nothing that might be construed as a failure to live up to the very letter of the armistice conditions.

MORRIS TO PRESIDE OVER CONFERENCE

Siberian Railroad Details Are Shrouded In Deep Secrecy, Says Correspondent

RECOGNITION INVOLVED

To Maintain Necessary Guards The Allies Cannot Withdraw As Is Rumored

By R. Wilfred Fleisher, Jr.
(Japan Advertiser)

Vladivostok, February 14.—It is learned that Ambassador Morris will preside at the forthcoming Allied conference here for the signing of the railway agreement.

According to the plan for the reorganization of the railways, the control is to be placed under an inter-allied committee headed by Ustrogov, the Russian Minister of Communications, exercising its authority through two subsidiary Allied boards, one technical and administrative, the other an Allied military committee for the supervision of military transportation. The conference will appoint the members of the technical and military boards. Representatives on the Central Inter-Allied Committee consisting of Russia, America, France, England, Japan, Italy and China, will be nominated by their respective governments.

Though the plan for the reorganization of the railways has been actually concluded, negotiations are still going on in Paris, and a final settlement is awaited before calling the conference here.

Tact Recognition
On the Allies sign the agreement with a government which they do not acknowledge? and is it wise now to recognize the Koltchak administration? The decision of the Peace Council is awaited on this phase of the question. The plan may be put into operation without actually signing the agreement with the Russian Provisional Government, as the question of recognition seems largely dependent on the issue of the Prince Island Conference.

According to the terms of the agreement the Allies are to undertake the guarding of the railway. There have been many rumors current recently of the possible early withdrawal of the Allied forces from Siberia owing to the opposition in some of the home countries, but it is evident that a large number of troops will be required to protect 6,000 miles of track. This is especially so as the Czechs who have been guarding the line west of Chita since the arrival of the Allies, are returning home.

All Ready For Task
The work of reorganization will be started immediately upon conclusion of the negotiations, everything has been carefully planned. Mr. Stevens who will be in charge of the technical and administrative management of the railways, has stationed a number of his men at various points along the line from whom he receives regular detailed reports on conditions. All negotiations have been conducted with the utmost secrecy. The local press left completely in the dark, is limited to chronicling the movements of high officials, giving rise to a mass of wild rumors. The news that Ustrogov, Minister of Communications, and Gattenberg, Minister of the Interior, are shortly to arrive here has baffled the imagination of local editors who unreservedly state that the government is removing East.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognize her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was sallow, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure maceoil was gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer crust, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A strychnine tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemist, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognized it as the same head of hair. Then to stop the fall I advised her to get two ounces of horsetail, and mix it with water and a little Bay Rum. She dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some collodion and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the color of that, and has an advantage which no other artificial color has: it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

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Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

Whenever you want your skin to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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Be Obtained For Trip North

Tokyo, February 23.—All of the sailors injured in the explosion on the Brooklyn, with the exception of the four most seriously hurt, are ready for duty and will be returned to their ship stationed at Vladivostok as soon as accommodations can be secured for them. Six left last Monday and an effort was made to get berths for the other 12 on the Hosan Maru, but there was no room on this boat. It is, however, expected that nine will be accommodated on the Simbirsk, of the Russian Volunteer Fleet, which will leave tomorrow. They are: J. C. King, F. S. Harris; J. A. Dugaw; P. W. Johnson; J. Johnson; A. W. Brown, R. C. Bruner, J. E. Boyd, and M. T. Gregory. The four who are still confined to their beds will probably remain there for two or three months longer. They are: T. D. Kerley, R. W. Beedy, C. R. Laird, and a Chinese, Wing Sing. Though the burns are practically healed, these men are suffering from weakness as the result of the shock.

That the men returning to duty can do so with very little evidence of the burns they sustained, is due to the use of a new treatment, which Dr. Hoagland, assistant to Dr. Faint, brought with him from America. It is a preparation of petroleum which was used in the wounds with marvelous results. Faces which otherwise might have been terribly disfigured for life, were restored to their former appearance, and the boys were delighted. Among the heroes of this group of Brooklyn seamen is J. A. Dugaw, who comes from the State of Washington. The ankle of one of the injured Chinese was in a very bad state requiring skin grafting, and Dr. Faint, who called for volunteers, it was J. A. Dugaw who gave up sections of the skin on his thigh to be transferred to the ankle of Wing Sing. The operation was successful and a much better Chinaman was made happy.

Two Years' Servitude For Sending Postcard

Triad Is Held In Camera Of
Japanese Accused Of Com-
mitting Lese Majeste

Kobe, February 22.—It will be remembered that some time ago three young men at Suwa, in Nagano prefecture, were arrested on a charge of lese majeste. A few days ago they were tried by the local court at Matsumoto, the proceedings being conducted in camera. Judgement was delivered in the case on the 20th instant, and Misawa Zenichiro was sentenced to two years' penal servitude, while the other two were each sentenced to one year's hard labor. It will be recalled that in March last year Z. Misawa, an employee of the Kanami Silk Filature in Nagano Prefecture, together with M. Mori, a soldier on the reserve list and an employee of the same firm, and Y. Masuzawa, of Hirano Mura in the same Prefecture, addressed to Baron Shibusawa, Surgeon-General Baron Takagi and Dr. C. Iri in Tokyo, sealed letters suggesting that the Terachi Ministry should be deposed. In these letters were several disrespectful passages relating to the Throne. The matter was at once reported to the Metropolitan Police, who, after considerable difficulty, arrested the three offenders on December 19.

It does not seem to occur to the authorities that, as in Germany, these severe sentences on charges of lese majeste are likely to excite reaction. Now that Germany has become demoralized, Japan is the only country in the world where such prosecutions occur, remarks the Japan Chronicle.

Represents The New Arabian Kingdom



Emir Faisal, son of the King of Hedjaz, the newly-created Arabian Kingdom, recently arrived in Paris where he will represent the interests of his country at the Peace Conference.

Sinn Fein Prisoners Riot In Dublin

Agitators Are Planning To Con-
vene A Constituent Assem-
bly For The Island

Dublin, January 10.—Serious disturbances have taken place at Mountjoy Prison, where a number of Sinn Fein prisoners have been imprisoned as ordinary prisoners, while claiming treatment as political offenders. The prisoners are reported to have broken the windows and damaged the cells.

A Constituent Assembly, the date of which has not yet been fixed, will determine the terms of a Constitution for Ireland. Sinn Fein plans for the Assembly are delayed because thirty-four of those recently elected to the British Parliament are in jail. The Sinn Fein prisoners are continuing their activities at present to obtain the release of these members, and many meetings are being held throughout Ireland demanding that the prisoners be set free. It is rumored that the Government will soon release them.

Nationally, the leading Sinn Fein organ, says that diplomatic considerations may prove effective, "but if the demand is ignored, the Irish people must act in a way the British Government cannot ignore."

"The Peace Conference," it continues, "assembles Monday. There is no time to be lost. The National Assembly must act at once."

UKRAINIANS FACTIONS IN RIOT IN AMERICA

New York, January 12.—The police reserves of eight precincts were called out yesterday to quell a disturbance between two factions of Ukrainians at a mass meeting held in the Belmont Avenue School in Newark. The meeting was held under the auspices of the Very Rev. Peter Piniatshian, Administrator of the Ruthenian Catholic Diocese of America.

Soon after the meeting got under way and the Rev. John Zacharka, assistant to Father Piniatshian, began to talk, there were boos and hoots from an opposing faction. The audience was fairly quiet during the address of William J. Kearns, but when Congressman James A. Hamill of Jersey City arose to speak he was interrupted by cries of protest and several fights started in various parts of the room.

The Rev. Stephen Washechsky of Elizabeth was howled down by the crowd, and then a patrolman decided it was time to call for the re-

serves. The crowd listened quietly to Mayor Gillen of Jersey City a few minutes and interrupted him when he read a resolution pledging the adherence of the assembled Ukrainians to President Wilson. The resolution, finally was put to a vote and Mayor Gillen announced it had been carried. The Piniatshian faction closed the meeting with the singing of "America," and the rival faction sang the "Marseillaise." The trouble, it was said, was due to a difference of religious opinion.

CHURCHES ASK \$10,000,000

Protestant Denominations Plan Ex-
tensive After-War Campaign
New York, January 13.—The International Emergency Committee of the Protestant churches announced yesterday the sums to be raised by eleven of the fourteen denominations which in a few weeks will start a co-operative national campaign for \$10,000,000 to meet the after-war needs of the churches. Bishop Theodore Irvine Reese, coadjutor of the Episcopal Diocese of Southern Ohio, is chairman of the committee, and George C. Famblyn, with headquarters at 239 Fourth Avenue, is director of the campaign.

The amounts to be raised are: Methodist, \$2,000,000; Presbyterian, \$1,750,000; Lutheran, \$500,000; Baptist, \$300,000; Protestant Episcopal, \$250,000; Disciples of Christ, \$125,000; Reformed Church in the United States, \$100,000; Congregational, \$100,000; Reformed Church in America, \$70,000; Evangelical Synod, \$33,000; United Evangelical, \$10,000.

The principal object of the fund

is to extend religious and social service among soldiers and sailors during demobilization. Part is to be devoted to furnishing communion sets to chaplains. Many chaplains need typewriters to keep in touch with their men and others need motor cycles. Money is needed for additional hospital chaplains, for sending visiting chaplains to camps, and for reinforcing small churches near camps of debarkation and in towns which have grown beyond their church capacity because of the presence of soldiers or war workers.

Building of Liberty churches in the camps for interdenominational service and housing other activities is another large item, while much is needed for literature. Much attention is to be devoted to helping men returning to civil life, and a part of the fund is to be spent in Americanization work. Community service by negro churches is to be encouraged and aid is to be given in the rebuilding of Protestant churches in the war zones.

Announcement of the immediate inauguration of a nation-wide Victory Campaign "to insure spiritual democracy at home and for reconstruction abroad" was made last night by the Rev. Dr. Fred P. Hagard, Director of the National Committee of Northern Baptist Laymen.

F. W. Ayer, chairman of the committee, said efforts would be directed largely to holding meetings at which victory teams would point out the need for work among returning soldiers, and particularly of rehabilitating Baptist churches in France.

Classified Advertisements

Exchange and Mart

FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French town. All modern improvements. Full price, Tls. 20,000 less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS. 21436

MOTOR-CYCLE for sale, new, Comet. Price Tls. 170. To be seen at 573 Nanking Road. 21434 M.4.

FOR SALE, foreign saddle, complete in perfect condition. Apply to Box 239, THE CHINA PRESS. 21429 M.5.

FOR SALE, one English motor-cycle and side-car, in perfect condition, with new tyres and electric light. 70 miles per gallon. Apply to Box 241, THE CHINA PRESS. 21429 M.5.

FOR SALE, owner leaving, Buick Roadster 1918, in excellent condition, with all accessories and two spare tyres. Can be viewed and tried. Apply to U.S.P.O. Box 955. 21432 M.5.

FOR SALE, good upright piano, \$200. Call 138 Dixwell Road. 21449 M.2.

FOR SALE, one new Underwood typewriter, No. 5 (not rebuilt). Used only one month. Paid \$250 will accept Tls. 130. Apply to Box 248, THE CHINA PRESS. 21441 M.7.

SAFETY Razor Blades Shapened. Old blades made as good as new, 50 cents a dozen, single blades, 70 cents, double, Y.M.C.A. Barber Shop, 120 Szechuen Road. 21435

FOR SALE, furniture and household equipment of ten rooms. Splendid opportunity for boarding house. House to let. Apply to Box 230, THE CHINA PRESS. 21375 M.2.

WANTED, a Bentley's Code Book. State condition and price, to Box 232, THE CHINA PRESS. 21379 M.2.

SITUATIONS WANTED

ADVERTISER, 26, with five years' interior experience as organising salesman, and fully qualified as such, desires similar position. At liberty May 1st. Reply to Box No. 238, THE CHINA PRESS. 21428 M.5.

A YOUNG CHINESE, who has good knowledge of English, book-keeping, typewriting and Customs and shipping work, desires engagement. Apply to Box 226, THE CHINA PRESS. 21364.

HOUSES TO LET

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises. 21416

HOUSES TO LET

LEASEHOLD on house on Dixwell Road, available about April 20th. Preference given to persons desiring to buy the furniture and fittings. Reply to Box 252, THE CHINA PRESS. 21451 M.5.

TO LET, detached, furnished, six-roomed house, end June to middle September. French town. Mosquito curtains throughout. Very cool. Open country. Tennis, garage. About 10 minutes nearest tram. Nearly five miles from Bund. Apply to Box 251, THE CHINA PRESS. 21450 M.2.

TO LET, excellent eight-roomed residence, with garage and tennis court, on Yates Road, from April 1st. Rent Tls. 140. For further particulars and permission to inspect, apply J. J. Hammond, No. 51, Szechuen Road. 21412

475 AVENUE JOFFRE to let, unfurnished, from March 1st. Three bedrooms and bathrooms, drawing, dining, basement, attic, garage, garden, tennis. Raven Trust Company. 21413

16A JESSFIELD ROAD, furnished, from March 1st, screened, garden, tennis. Raven Trust Company, phone 65. 21414

TO LET, 101 Avenue Road; detached foreign residence, nine rooms, garden, etc. Tls. 150 per month. Apply to China Realty Co., Ltd., 27 Nanking Road. 21415

FOR RENT, furnished, from May 1st, for six to nine months, five-roomed house with medium sized garden, near Hongkew Recreation Park. House is mosquito-screened and fly-proof. Large sleeping verandah. Apply to Box 227, THE CHINA PRESS. 21363 M.2.

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WITH
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Business and Official Notices

(Continued from Page 24)

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Injections of all kinds of vaccine,
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Maatschappij Tot Mijn-Besch-Eu
Landbouweexploitatie in Langkat

NOTICE is hereby given that the
Annual General Meeting will be
held in the offices of the Company,
Tandjong Poera, Lower Langkat,
Sumatra, at 10 a.m. on Monday,
the 28th April, 1919.

By Order of the Directors,
GEORGE MCBAIN,
General Agent.

Shanghai, 22nd February, 1919.

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn-Besch-Eu
Landbouweexploitatie in Langkat

NOTICE is hereby given that the
Annual Meeting of Shareholders
will be held in the Meeting Room
of The Yangtze Insurance Build-
ing, No. 26 The Bund, on Thurs-
day, the 27th March, 1919, at 4
p.m. The Transfer Books of the
Company will be closed from the
20th to the 27th March, 1919, both
days inclusive.

By Order of the Directors,
GEORGE MCBAIN,
General Agent.

Shanghai, 22nd February, 1919.

JAPANESE VETERINARY HOSPITAL

Dr. S. NAKANISHI

and

Dr. G. KAWABE

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comprising land and buildings suitable for offices and resi-
dences.

Tenders may be made in Shanghai Taels; Sterling,
Francs, Gold Dollars or Yen and must be sent in to the
undersigned on or before 15th March, 1919, plainly marked
"Sealed Tenders." The Bureau does not bind itself to ac-
cept the highest or any tender.

All further particulars may be obtained on application to
Bureau of Liquidation
of the Deutsch-Asiatische Bank, Shanghai,

A. G. STEPHEN, Liquidator.

By his Attorney,

A. D. BRENT.

21201

Shanghai Race Club

SPRING RACE MEETING,
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Applications for Stabling, Saddle
and Tiffin Rooms, also licences for
Head Mafoos and Riding Boys for
the half-year ending 31st August,
1919, must be forwarded to the
undersigned before 6 p.m. on Mon-
day, 3rd March, 1919.

Application forms will be found
on the notice-board in the Grand
Stand.

The Courses will be open for
Training on Saturday, 1st March,
1919.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
21315.

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RHINE ARMY BORED BY LIFE OF INACTION

Mild Weather, With Much Rain
And Little Excitement, In
The Last Month

FORCE IN CITIES NOT LARGE

Most Of Our Men In Small
Towns Or Villages—Prince Of
Wales At Officers' Dance

By Edwin L. James

With the American Army of Occupation, January 14.—It has been a quiet month for the soldiers of the Third American Army since they reached the Rhine. As a matter of fact, it is deadly dull for them. Guarding Coblenz bridgeheads brings very little excitement, and for our boys the beatitudes of the Rhine are good for about one afternoon's entertainment. In truth, all the boys are doing is waiting—waiting to go home. It is not such a bad wait that. Every man has a bed to sleep in, and if some one could get trains running right would have plenty to eat. The weather is not cold, although very rainy. The doughboy spends twenty-five hours weekly in drilling and studying things military. He has other duties, which take up some more of his time. But for the most part he has not much to do.

We are watching over some million Germans, scattered over 5,000 square miles. We have two cities, Treves and Coblenz, but they are not thickly populated by Americans, most of our men being in small towns and villages. We have men who speak German, and many others who are picking it up fast—easier, I believe, than they did French.

Military Police On Watch

I would like to take this opportunity to correct a report going around in Paris in the effect that our men are fraternizing "shamefully" with Germans. International politics and so on mean very little to our soldiers, and having defeated the Germans they would probably make friends with those they left simply because Americans make friends with every one. But set it down in your mind that the doughboy is not left to himself. The most apparent part of American occupation is the M. P., which is short for Military Police. One of the hopeful lads decorates every corner and cross roads equipped with a full set of rules and regulations.

One of these rules says that fraternizing will be discouraged, and it has been. An American soldier cannot hold a conversation in public or, if he is caught, in private with a German. That includes all Germans except little children. Wherefore, the doughboy does very little fraternizing. If he talks to a German girl he takes a chance.

I am not going to discuss how many chances a day are taken by 300,000 young Americans in Germany. But I do want to set it down that there is no widespread fraternization and friendship-making between Americans and Germans along the Rhine, and if the American doughboy does get in a word aside with some fraulein he is doing no more than his friends the tommies and poliss do, the only difference being that he probably has an easier time about it.

Use German Officers' Club

The doughboy has his Y.M.C.A. reading and writing rooms and Knights of Columbus clubs, which are mostly concentrated in the larger towns, and then he has his own devices. Officers have their clubs in Treves and Coblenz and in larger towns in which they find entertainment which is partly limited because of rules against drinks after 7 o'clock. But they have frequent dances attended by Red Cross nurses and Y.M.C.A. workers. Occasionally girls come down from the British zone to the north.

The Officers' Club in Coblenz is in the old German Officers' Casino, where some "Red" soldiers made a raid on November 12. Here there seems to be five or six ornate rooms on the ground floor and on the second floor there is a dancing saloon that is hideous in its ornate decorations. An army band of some hundred pieces plays for the semi-weekly dances.

The other night the Prince of Wales came to see us and attended a dance, and there I saw something that was truly typical of the American army. Somehow or other he went to dancing with the prettiest girl there was, whereupon an American Second Lieutenant cut his own dance and took the girl. In what other army dances would the lowest grade of officer take a girl from the heir to the British throne?

All through the dance the Prince had to trust to luck on girls. He is

Yankee Flyer Wins French Nurse



Mrs. Marcelle M. Kirk, very petite and pretty, and one of the 10,000 French girls reported to have become brides of American soldiers, recently arrived at New York aboard the British transport Uluu. She is the wife of Captain George E. Kirk, an aviator, from San Francisco, who is now convalescing at a Paris hospital. Mrs. Kirk, who was a nurse at the Red Cross hospital at Imson-dun, nursed Captain Kirk when he was taken there after being hurt in an air duel. The couple were married on March 2 last. Learning that her husband might be sent to America soon Mrs. Kirk hurried over on the Uluu, knowing that officers' and soldiers' wives would not be permitted to accompany their husbands.

not a good dancer, but he made quite a hit among the Americans because of his democratic behavior. While he is generally known as a retiring lad, he is not bashful, as this incident will show. He was again dancing with the prettiest girl when Major Bosman, bulger, head of the press section, cut in and took his girl.

The Prince got her back next dance, when Bulger cut in again. Again the Prince regained the girl, and the major, tried again to get the girl, but then the music stopped.

"Serves you right, Sir," said the Prince.

Major Gen. Dickman regularly attends these dances, while Major Gen. Hines of the Third Corps is known as a most enthusiastic dancer. He never misses one.

As for food—privates have their messes in regular army style. It is "forbidden," but food from the Germans so far is about as usual. Officers have their messes where they can best locate them. Generally they have an army cook, and sometimes some German delicacy, such as the plentiful Rhine pike, finds its way to their tables.

There are numerous good restaurants in Coblenz, which, however, are not largely patronized by Americans because of lack of white bread and coffee. The famous Rhine wine is scarce and very dear. Wine which before the war cost 5 marks now costs 25. However, these prices obtained before Americans came, and in general there has been no boosting of prices by Germans.

Officers Must Exercise

On the whole, the Third Army is not busy. Staff officers in particular find little to do, and General Dickman has just issued an order prescribing an hour each day of daily exercise for them. We have our quota of aviators around, but because of the weather they do less flying than other things. I give these few notes to preface the conclusion that life along the Rhine comes very near to pulling on the Americans, and now that the novelty of the situation has worn off I look for a rapid increase in an already fervent desire to shake the dust of Europe off American shoes along the Rhine.

REDS PLAN REUNION OF AUSTRIAN LANDS

Vienna, Budapest And Prague
Extremists Seek Agreement
For Joint Political Action

BAUER OBSTRUCTS RELIEF

Austrian Leader Increases Discontent By Keeping Allied Food From Vienna

Geneva, January 12.—Although political developments in the States which formerly composed the Empire of the Hapsburgs seem peaceful enough in comparison with the outbreaks of Bolshevik frenzy in Germany, there are certain signs that a storm is about breaking in German-Austria, Hungary and even in Bohemia.

It is a very significant symptom that attempts are at present being made by the extreme Socialist elements in Budapest, Vienna and Prague to effect an agreement between Hungarian, German-Austrian and Bohemian Socialist parties, with a view to joint political action.

The Hungarian Communists, among whom Bolshevism is most prevalent, and who are in close touch with the Russian Soviet, are the chief promoters of this scheme. At a recent meeting of the Budapest Workers' Council, eighty delegates voted in favor of a proposal to conclude an alliance between the Hungarian Communist Party and the German-Austrian Socialist Democrats. The idea of the alliance, by which the Hungarian German-Austrian and Bohemian Socialists would pledge themselves to afford one another support in their attempts to prevent the formation of a Bourgeois Government and to establish proletarian domination, is certainly gaining ground.

This plan, the relation of which would incidentally reunite the dismembered Hapsburg Empire under the red flag, is regarded with favor by the Vienna Socialists who for the same reason are the only powerful party left in German-Austria today which still obstinately advocates union with socialist Germany and is the sworn enemy of the Entente.

It is no secret in Vienna that Bauer, the Austrian Socialist leader, has been secretly intriguing to prevent German-Austria from being supplied with food by the Entente. He has raised difficulties of all kinds in order to prevent food from reaching Vienna, for the Austrian Socialists fear that the Allies' generous action toward their fallen enemy may influence the population and forestall not only union with Germany but also the establishment of Socialist rule and a humanitarian intervention calculated to alleviate the misery and discontent of the working classes filled with selfish dismay.

Bauer's unscrupulous and heartless intrigues show to what lengths the Socialist leaders in Eastern Europe are prepared to go to realize their ambitions.

Moreover, the entire territory of the former Austro-Hungarian Empire, most of whom are liberated Austrian and Hungarian war prisoners, despatched from Russia owing to the general state of disorganization. These agents find no difficulty in passing from Hungary into Austria and Bohemia without passports. Their propaganda is beginning to bear fruit even in Bohemia, which until lately seemed altogether free from Bolshevism. The attempt to assassinate Kramarcz is not, as it was first supposed, the isolated act of a youthful fanatic, but the consequence of a Bolshevik plot in which numerous accomplices are involved. A marked change is noticeable in the tone of the Czech press, whose chief organ, The Pravo Lidu of Prague, attacks Professor Masaryk's Government, saying the "millionaire Kramarcz, Raschin, Pracec, and Evshin dominate it. It is devoted to the Bourgeois interests and remains deaf to the wishes of the working classes, who demand the nationalization of mines and industries and the confiscation of war profits," adding: "If the Government persists in its capitalist policy much longer it will be overthrown."

During the last two days numerous meetings of a frankly revolutionary character have been held at Prague, and serious riots have occurred in the towns of Ziskow, Klapno, and Dux, where large warehouses were plundered by the mob. In Hungary, which

is a hotbed of Bolshevism, the agitation is, of course, most critical of all. Count Károlyi's Government, even in the opinion of its supporters, seems doomed presently to succumb in its hopeless struggle against the continual Bolshevik and counter-revolutionary conspiracies. The triumph of extreme Socialism in Budapest would naturally exert an immediate influence on Vienna and Prague and further the Socialist plan of united action against the Bourgeois classes and in conjunction with Bolshevik Russia and Socialist Germany against the Entente.

ADMITS GERMAN TERRORISM

Frankfurter Zeitung Denounces Work Of Legation In Switzerland

New York, January 5.—Further evidence as to the character of the 1,000 employees still in the service of the German Legation at Bern as late as the middle of December, according to a statement made by Theodor Wolff in the Berliner Tageblatt and quoted in a special Berlin cable despatch printed in The New York Times of December 28, is found in an editorial appearing in the Frankfurter Zeitung of November 23, and quoted as follows by The London Times:

"The trials in connection with the discovery of bombs at Zurich have led to the disclosure of a terrorist service of the German General Staff in Switzerland. With the support of diplomatic and consular couriers, ex-

platives and bacilli cultures were supplied, especially to Italian and French anarchists, in order that they might practice sabotage in their countries and spread disease among the army horses.

"Of course, the German employed in this terrorist service had not the slightest guarantee against the direct employment of these methods in Switzerland itself. In some Swiss newspapers the opinion is expressed that the German authorities would not have been displeased at the outbreak of disorders in Switzerland itself, because they hoped for consequent infection of neighboring countries—of course, with the exception of Germany, which they held to be absolutely immune.

"This terrorist service was not any mere work of subordinates; quite definite accusations are made even against the former Imperial Chancellor, Prince Bulow. Hitherto in similar cases the German public has been permitted to learn only half the truth; now, when the barriers have fallen and speech is free, we can give Switzerland the assurance that this secondary diplomacy is not judged otherwise in Germany than in the countries which have in the first place to bear its evil consequences."

On November 23 a Bern dispatch said that the new German Government was about to remove Baron von Romberg as Minister to Switzerland and replace him with Conrad Hausmann, a Democratic Reichstag leader, as well as cut down the personnel. On January 7, a Bern cablegram referred to Count Max von Montgelas as having succeeded Baron Romberg.

"OSRAM" - "G.E.C."

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SQUIER, AIR CHIEF, REPLIES TO CRITICS

Addressing Engineers' Institute,
General Says America's Record
Is World Marvel

SPOKE BY BAKER'S ORDERS

200,000 Workers Made Possible
Achievement 'Like A
Fairy Tale'

New York, January 11.—Major General George O. Squier, Chief Signal Officer of the Army, in an address last night before the American Institute of Electrical Engineers, at the direction of Secretary Baker, summed up the work of the American army in aviation during the war as follows:

"It is believed that the major decisions which had to be made by those in authority were accurately made, and promptly executed, and that as a consequence the record of the United States Air Service during the war shows a creditable performance."

Elsewhere in his address General Squier said that, in looking back on the accomplishments in aviation in the United States during the war, it seemed to those who were in close contact with it "more like a fairy tale than the statement of hard facts, which it is in reality."

"On the face of things," he continued, "it certainly would seem to be the height of presumption to assume that this country, following its almost total neglect of aviation development in previous years, could hope to design, develop, and produce in unprecedented quantities an acceptable aircraft engine of greater power than had yet been evolved by any of the European nations, even under their spurs of governmental encouragement and tremendous war demands. Yet just that and nothing else was the only thing to do, and the story of its doing is one of the most brilliant chapters in the history of our country's part in the great war."

Fewer Facilities In Training

On the question of training fatalities General Squier said statistics showed that the United States has a lower percentage of fatalities than any other of the Allied countries. During 1918, he added, more than 19,000 Liberty engines were produced, and when the armistice was signed the army had adopted four airplane types on which production was to have started in the calendar year.

One of the striking accomplishments of the United States, according to General Squier, was the development by the navy of the naval seaplane or flying boat NC-1. This plane has a wing span of 2,000 square feet, is equipped with three Liberty engines with tractor nacelles and when fully loaded weighs 22,000 pounds. It is the largest seaplane in the world and on a recent test made a trip from Hampton, Va., to Rockaway Beach, N. Y., carrying fifty-one passengers.

After telling how the problems of obtaining spruce, linen, and castor beans were not General Squier declared that behind the product on figures of Nov. 11 there was mobilized in the United States an industrial army of about 330 concerns and corporations employing more than 200,000 men and women.

One of the greatest scientific achievements of the present war from a technical standpoint is the production of helium gas in balloon quantities," he declared. "This gas is non-inflammable, and has about 92 percent of buoyant effect of oxygen. Its pre-war scarcity may be appreciated from the fact that up to two years ago not more than 100 cubic feet ever had been obtained and the usual selling price was about \$1,700 a cubic foot."

Balloons Made Safe From Fire

He said that the production of a balloon gas that assures safety from

A Yankee 'Wacht Am Rhine'



A group of military police, members of the Forty-second (Rainbow) Division, lined up for inspection before leaving for guard duty along the Rhine, near Coblenz, which is under control of the American Army of Occupation. The photo was made at the American camp outside the historic German city.

fire opens up a new era of the dirigible balloon.

"With a non-inflammable gas, not only comfortable and expeditious but also safe transcontinental and transatlantic travel in dirigible, it is believed, soon be commonplace," was General Squier's prediction.

Part of the report told of the work which has been going on in exploring the upper air currents. The success of the preliminary work, he said, has made possible the mapping of the upper air highways across the Atlantic, and arrangements are being made to send up from coastal stations and from transatlantic steamers long-range balloons designed for from 2,000 to 3,000 mile air flights and adjusted to maintain a constant altitude. These long-range balloons have already flown from Omaha to New Jersey, a distance of 1,800 miles, he announced.

General Squier went into an explanation of the work done for the aviator himself and the application of physiology to the selection, classification, and maintenance of the aviator. Although it was not possible to arrive at exact percentages, General Squier asserted that, based on information from other Allied countries, not more than 2 percent of the aviation losses in active service were caused by the enemy. He said that failure of the airplanes were responsible only for slight losses; that of the total number of fliers put permanently out of the service not more than 8 percent had been due to the shortcomings of the airplanes, and that therefore the remaining 92 percent, he declared, "loomed large when it was realized that this proportion represented trouble in the flier himself."

The speaker announced that in the last few months an apparatus known as the "gyroscopic orientator" had been perfected by which students may acquire flying experience and training without leaving the ground. The device is a modification of the "universal joint," by which the student may be put through every possible evolution experienced in actual flying, except forward progress on.

"An analysis of crash reports show that a large number are due solely to the failure to come out of the spinning nose dive or tail spin," he continued. "The student failed in these maneuvers because he had not learned to compensate by sufficient previous experience for his dizziness. The new apparatus gives the flier experience until he becomes familiar with the various sensations."

American Inventions Aid Flying

The Science and Research Division of the Signal Corps at the time of the beginning of the armistice had in progress sixty-four problems, he said. Among the work completed was the designing and development of a new and improved Venturi-Pilot tube for

the use in the determination of air speed.

There was also developed a new and improved compass, a new film camera, capable of taking 100 pictures without refilling; a new plate camera carrying fifty plates, to handle photographs to be made from airplanes showing enemy terrain; leak-proof tank, which played an important part in the saving of the lives of aviators; a trench signaling lamp, a light signal capable of use in broad daylight from a distance of eighteen miles; a secret daylight signaling lamp, with a range of five miles, and a lamp which, with the aid of ultraviolet light, permitted secret signaling at night.

The satisfactory progress made with the vacuum tube, said General Squier, has resulted in a new type of military unit known as a voice-commanded squadron, which is directed by the commander in any manner desired by voice, thus enormously increasing the squadron's efficiency as a military machine.

"The operation of this set," he said in speaking of the apparatus, "is extremely simple, all adjustments being made before leaving the ground. The only manipulation required of the aviator is that of the change-over switch to change from talking to listening."

Record Of Liberty Engine

"The record of the production and production development of the Liberty engine conclusively proves the wisdom of the decision to concentrate all efforts on this one engine for the major part of our program of combat engines," he asserted. "The Liberty engine stands today as an achievement which, for saving, constructive imagination, and far-sightedness, will ever be a cause of pride of the American people."

In conclusion the General said that the present war had made aviation in four years what it would have taken two decades at least to accomplish in



of a moving picture film entitled, "The Wings of Victory." The film was a picture story of the development of aviation and the manufacture of aircraft.

Wireless To Retaining Aeronauts

The Aero Club of America has adopted the use of wireless telegraph in "welcoming" the returning aero squadrons. As soon as the War Department announces the departure of a transport from Europe carrying aero squadrons a wireless despatch signed by the officers of the club is flashed to the boat. The following message was sent yesterday to thirteen aviators returning on the transport Acomac, due in New York next Thursday.

To the Captain of the transport Acomac:

Kindly transmit the following message to the members of the aero units on board of the Acomac: "The Aero Club of America and forty affiliated aero clubs greet and welcome you back to the United States. As hearty a reception awaits you at the New York Clubhouse as you had at the Paris Clubhouse."

Alan R. Hawley, President of the Aero Club, said last night:

"The method is working perfectly. It reaches all the members of the aero units who cannot come to the clubhouse immediately upon landing because they must go to camp."

The Aero Club has its own permanent Reception Committee, consisting of Alan R. Hawley, Rear Admiral Bradley A. Fiske, Major Cushman A. Rice, Henry A. Wise Wood, Dock Commissioner, Murray Halbert, Henry Woodhouse, Professor Charles Lane Poor, Augustus Post, Charles Jerome Edwards, Lieutenant Godfrey L. Cabot, U. S. N., and Captain Robert A. Bartlett.

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Shanghai, March 1, 1919.
Money And Bullion
 Sovereigns: buying rate.
 @ 4/8=Tls. 4.29
 @ exch. 72.3=Mex. \$5.93
 Gold Dollars: Bank buying rate,
 @ 111=Tls. 90.09
 @ 72.3=Mex. \$124.61
 Mex. Dollars: Market Rate: 72.0875
 Shanghai Gold Bars: 978 touch Tls. 286
 Copper Cash per tael 1875
 Native Interest Tls. .05

Exchange Closing Quotations

London T.T. 4/8
 London Demand 4/8 1/2
 India T.T. 311
 Paris T.T. 609 1/2
 New York T.T. 111
 New York Demand 111 1/2
 Hongkong T.T. 66 1/2
 Japan T.T. 46 1/2
 Batavia T.T. 270 1/2
 Singapore T.T. 50 1/2

Banks Buying Rates

London Demand 4/9
 London 4 m/s. Ctd. 4/10
 London 4 m/s. Doey. 4/10 1/2
 London 6 m/s. Ctd. 4/10 1/2
 London 6 m/s. Doey. 4/10 1/2
 Paris 4 m/s. 63 1/2
 New York o/d Doey. 111 1/2
 New York 4 m/s. Doey. 111 1/2

Roules Exchange

Today's Bank Buying Rate
 For Roules
 Roules 1,350 =Tls. 100
 Roules 100 =Mex. \$10.25

Customs House Exchange Rates

For March
 Hk. Tls. 3.83 @ 4/8 1/2
 " 1 @ 609 1/2 France 6.79
 " 0.81 @ 111 1/2 Gold \$1
 " 1 @ 46 1/2 Yen 2.42
 " 1 @ 15 Rupees 3.92
 " 1 @ 1.50 Mex. \$1.50
 " 1 @ Roules

Stock Exchange

Transactions

Shanghai, March 1, 1919.

TODAY'S QUOTATIONS

Official
 Langkats Tls. 23.25 C. N. I.
 Kungyk Cotton Tls. 16.50 June
 Yangtsepo Cotton (Ord.)
 Tls. 9.60 March
 Yangtsepo Cotton (Ord.)
 Tls. 10.10 June
 Shanghai and Hongkew Wheat
 Tls. 91.00
 Anglo-Dutch Tls. 3.75
 Anglo-Java Tls. 8.50
 Dominions Tls. 6.75
 Unofficial
 Ziangbes Tls. 4.75

Sharebrokers' Association

Transactions

Shanghai, March 1, 1919.

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 option of the depositor.

Depositors will be presented with
 Pass Books in which all transactions
 will be entered. Pass Books must
 be presented when paying in or
 withdrawing money.

Office Hours—10 a.m. to 3 p.m.
 Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000

Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved
 securities. Bills discounted.

Interest allowed on Current Ac-
 counts at 2 per cent per annum on
 daily balance. On Fixed deposits:
 For 3 months at 3½ per annum.
 For 6 months at 4½ per annum.
 For 12 months at 5½ per annum.
 On deposits in Dollars according
 to arrangement.

H. G. MARSHALL,
 Chief Manager.

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Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Govern-
 ment in 1916.

Head office: Tientsin

Subscrib'd Capital \$2,000,000

Paid-Up Capital \$1,020,000

Managing Director:

SUN TAO SAN.

Branches and Agencies in Domestic
 Cities:

Tientsin, Chinkiang,
 Shanghai, Soochow,
 Peking, Wusieh,
 Hankow, Ningpo,
 Nanking, Shaohsing,
 Yangchow, Canton,
 Hsuechow, Hongkong,
 Pengpu, Changchun,
 Antung, Changteh,
 Kiukiang, Chenchow.

Tai-chiangpu

Agencies and Correspondents in
 foreign countries:
 London: International Banking Cor-
 poration.

New York: International Banking
 Corporation.

San Francisco: International Bank-
 ing Corporation.

Boston: American Express Company.

Tokio: Bank of Chosen.

Kobe: Bank of Chosen.

Osaka: Bank of Chosen.

Yokohama: Bank of Chosen.

And also other principal cities in
 foreign countries.

SHANGHAI BRANCH.
 8441 Ningpo Road.

Tel. Central 1929 Managers' Office.

Tel. Central 2618 General Office.

Every description of Banking and
 Exchange business transacted. In-
 terest allowed on Current Accounts
 and Fixed Deposits both in Tels
 and Dollars according to arrange-
 ment.

Credits granted on approved
 Securities.

Y. R. SUN, Manager.
 T. D. ZAP, Sub-Manager.

International Banking Corporation

Head Office:

National City Bank Building
 65 Wall Street, New York.

Capital and Surplus U.S. \$6,500,000

Undivided Profits U.S. \$2,118,579.84

NITTI THREATENS OVERTURN IN ITALY

Opposed To The Cabinet's Adriatic Policy—Backed By Catholic Party

HE ASPIRES TO BE PREMIER

Regarded As Bulwark Against Bolshevism—Orlando Called From Paris By The Crisis

By Charles A. Seiden
(New York Times)

Paris, January 12.—The most tangible first effect of Signor Nitti's offering his resignation from the Italian Government now is to drag Premier Orlando back to Rome from Paris, thus furnishing one more in the series of interminable delays in all the Allied Premier's getting together and staying together long enough to set the peace-making really under way.

In addition to that, Nitti's threat to get out of the Orlando Cabinet has a most interesting bearing on the internal and external politics of Italy. According to diplomatic experts in Paris, Nitti has been in silent opposition to Orlando for several months, and his determination to retire is now taken as direct evidence that he feels the time has almost arrived for him to be Prime Minister himself. Furthermore, it is taken for granted here that Nitti will succeed Orlando, the only difference of opinion being as to when. Will it be after peace is concluded or will Nitti undertake to upset the Government before then in order to figure as one of the chief signatories of the peace treaty? In connection with all this there is the possibility of a general election in Italy in the near future.

The probability of Nitti's advent to supreme power in Italy is not at all pleasing to France, for he has been looked upon more or less as a sure thing, because of his frequent intimations last year, that Italy would have to retire from hostilities because of what he considered lack of support and interest by the other Allies. He has never been ousted in any sense as a politician, but is accused of having some points of similarity with Giolitti in other directions. Nitti was opposed to Sonnino on the Adriatic coast question, and was one of the few Italian statesmen inclined to agree with the Jugoslavians in that controversy. But his real strength in Italian politics is that he has the confidence of the Catholic Party, which since the war began has acquired real power in Italy for the first time since Pope Leo prohibited the faithful from taking any part in political affairs. He also has great influence with both chambers of Parliament.

There are just two main tendencies in the Italian population, one being socialist, the other Catholic. Just now the Catholic Party is acquiring even more influence and following because of the fear of Bolshevism and the threat that the Socialists would too readily be led away by Bolshevik propaganda. It is considered that the country's only safeguard against this is the Catholic Party in politics. That is the Nitti policy, and he has the support and approval of the Vatican.

Press Assn. Disolati
Rome, January 12.—Many circles here, especially political ones, have deplored the fact that, at the moment when the preliminary meetings for the Peace Conference are occurring in Paris, division of opinion should exist in Italy concerning the Dalmatian question, especially when all parties should be united to make clear to the conference Italian aspirations.

The strongest party is headed by Baron Sonnino, who insists on the enforcement of the treaty of London, namely, Italian occupation of Dalmatia. The smaller one, which is led by ex-Minister Disolati, favors the occupation of Fiume, but is ready to cede Dalmatia to the Jugoslavians.

Disolati belongs to the Socialist faction favorable to the war, when Italy entered the conflict, he volunteered as a common soldier, entered an Alpine regiment, fought bravely, and was wounded and decorated. His popularity, however, has been diminishing owing to the fact that he is just taking over Dalmatia. This caused him to hand in his resignation as Minister of Pensions just before President Wilson's arrival in Rome, owing to his difference of opinion with Sonnino, the Minister for Foreign Affairs.

Popular indignation reached a climax when Disolati in his speech in Milan set forth his opinion that Italy must not claim the Brenner Pass nor Dalmatia. The popular rage was so great that the audience would not allow him to continue his speech, while the whole press, including his own following, attacks him most violently.

Gorky Elected To Soviet Of Petrograd



VLADIMIR GORKY

Maxim Gorky, noted Russian author and revolutionist, has been elected a member of the Petrograd Soviet, according to a despatch from Petrograd via Zurich. Previous reports stated that Gorky, who was at first opposed to the Bolsheviks, had joined them and accepted a position in the Bolshevik Department of Education.

Italian claims are set forth as follows: In Europe, the annexation of the Adriatic lands, namely, the Upper Adriatic, the Trentino, Gorizia, Trieste, Istria, Fiume, and Dalmatia; possession of the natural boundaries, with a strong strategic frontier on the Austro-Hungarian side; in the Adriatic, exclusive Italian domination, with freedom of navigation for all for commercial purposes and with the cession to the peoples east of the Adriatic of the outlets to the sea necessary to their commerce.

There was also stipulated the right of Italy to construct a railway which would unite the port of Ancona with the Macedonian railway. The demand was made that in Africa, France renew her recognition of the 1911-12 agreement, signed in 1911 and 1912, that France cede the small possession of Djibouti (French Somaliland); that the Italian boundaries of East and West Libya be rectified; that the Fargan Islands, in the Red Sea, be given to Italy; that in Asia and the Eastern Mediterranean, Continental Asia Minor, with all its ports on the coast of the Aegean and Mediterranean Seas, including Alexandria, be assigned to Italy, with the island (Cyprus) islands, which, owing to their nearness to the coast, form an integral part of the continent.

Shanghai Tramways

The following is the Traffic Return of the Shanghai Tramways (Foreign Settlements) for the month of February, 1919, and for two months ended February 28, 1919, with figures for the corresponding periods last year:

	Feb. 1919	Feb. 1918
Gross receipts	\$139,937.52	\$131,734.17
Loss by currency depreciation	34,259.55	28,276.22
Effective receipts	\$105,677.97	\$103,457.95
Percentage of loss by currency depreciation	25.73	22.71
Car miles run	317,065	308,055
Passengers carried	6,248,940	5,911,549
3 Months, 3 Months ended 28th Feb. 1919, Feb. 1918.		
Gross receipts	\$299,016.52	\$263,733.50
Loss by currency depreciation	70,949.16	55,575.65
Effective receipts	\$228,067.36	\$208,157.85
Percentage of loss by currency depreciation	24.98	22.33
Car miles run	677,855	639,567
Passengers carried	13,482,478	11,908,015

Shanghai Piece Goods

In their report for week ending February 27 Messrs. Noel, Murray and Co. write as follows: Local Market.—Although the Yangtze markets are not operating at full pressure so far, the demand for all classes of cloth is fairly general; buying on a liberal scale has continued and we are hearing the expression "we are about sold out" on all sides, so it is probable we shall witness this spring the greatest clean up that has been experienced in Shanghai of stocks of every description.

Silk Market

In their report for week ending February 28, Messrs. William Little and Co. write as follows: White Silk.—The market continues devoid of interest. Common New Style, Tis. 510. Yellow Silk.—There has been a small interest displayed and Mien-yangs are distinctly firmer.

PARIS EXCHANGE

	(French Wireless)
Paris, February 28.—(Via Lyons and Koblenz). Paris exchange:	
Paris-London cheques	26.00
War Loans:	
3 percent	63.20
4 percent 1917	74.55
Liberty Loans:	
4 percent 1918	74.20
5 percent	90.20

Singapore Rubber Auction

Singapore, February 12 and 13.—Following were the prices realized at the auction this week:

	Singapore	Cents
Sheet		
Smoked Fine Ribbed	74 1/2	74 1/2
Smoked Good Ribbed	73 1/2	73 1/2
Smoked Fine Plain	63 1/2	63 1/2
Smoked Good Plain	61 1/2	61 1/2
Unsmoked Fine Ribbed	62 1/2	62 1/2
Unsmoked Good Ribbed	61	61
Unsmoked Fine Plain	67	67
Unsmoked Good Plain	65	65
Cupwashing	56 1/2	56 1/2
Fine Pale Thin	78 1/2	78 1/2
Good Pale Thin	74 1/2	74 1/2
Good Pale Blanket	Nil	Nil
Good Brown Blanket	Nil	Nil
Good Brown	65 1/2	65 1/2
Good Dark	58 1/2	58 1/2
Bark	45 1/2	45 1/2
Scrap		
Crimped and Pressed	48 1/2	48 1/2
Loose	42 1/2	42 1/2
London quotations: Fine Pale Crepe, 2 1/4.		
Fine Ribbed Smoked Sheet, 2 1/4.		
*Tal catalogued for sale: 3,407, 775 lbs. (about 1,521 tons).		
Sold: 3,055,791 lbs. (about 1,115 tons).		

There was a good demand for nearly all grades at this week's auction, which started yesterday morning. Quite a number of buyers were operating, and bidding was quite brisk at times. In the period since our last auction which took place on the 29th and 30th January, business has been done in the Standard Grades at advanced prices, and the top-prices paid at our auction were 74 1/2 cents for Pale Crepe and 76 1/2 cents for Smoked Sheet. These two grades mark an advance of 3 1/2 and 3 cents per lb. respectively on the last auction's prices.

All the lower grades shared in the general advance, but most interest was shown in Fine and Good Brown Crepes, clean lots of the former grade being taken up readily at prices up to 45 cents.

Dark and Barky Crepes as well as some lots of Scrap Crepe were well competed for, and even a few lots of Unsmoked Sheet, which grade has been much neglected of late, changed hands at the auction at the above prices.

Yesterday afternoon there was an indication of a rather easier tendency, but on the resumption of the sale this morning, the market firmed up again and the average prices for the Standard Grades and Brown Crepes were well maintained. Meyer and Measor.

Share Market

This week's report by Messrs. J. P. Bisset and Co. contains the following: The tone of the market generally remains firm with a fair volume of business passing. Rubbers continue in request and in many cases at higher rates than at the close of last week. Cottons are in good demand at appreciated prices with a pronounced upward tendency. Shanghai Docks changed hands at Tis. 133 and close steady. Wheat are inquired for at Tis. 50. Langkats after fluctuating between Tis. 23 1/2 and Tis. 25 closed steady at the former figure. Money appears to be somewhat easier and this fact coupled with the present lower exchange has infused buoyancy into the market.

Mail Notices

MAILS CLOSE
For Japan: Per N.Y.K. ss. Mikawa M. Mar. 3
For N.Y.K. ss. Omi Maru Mar. 5
For U.S. Canada and Europe: Per T.K.K. ss. Shinyo M. Mar. 8
For United Kingdom: Per G. L. ss. Gleniffer...Mar. 5
MAILS DUE
From U.S. and Canada: Per O.S.K. ss. Mexico Mar. 4
*N.B. Parcels only will be sent by the Glen Line ss. Gleniffer.

Launch Services

TOMORROW
The tender conveying passengers on board the N.Y.K. ss. Kitano Maru will leave Customs Jetty at 8 a.m.
Tuesday, March 4, 1919.
The tender conveying passengers on board the S.M.R. ss. Sakiki Maru will leave the Customs Jetty at 11 a.m.
Friday, March 5, 1919.
The tender conveying passengers on board the S.M.R. ss. Koko Maru will leave the Customs Jetty at 12.30 p.m.

AMUSEMENTS

LOS YERAR

The Duo Spanish Dancers

Dancing Nightly at 2 a.m.

The PALERMO

Shipping Items

The I-C ss. Tuckwo left Hankow for Shanghai on Thursday.
The C.N. ss. Nankin left Hankow for Shanghai on Thursday.
The N.K.K. ss. Sanyang Maru left Hankow for Shanghai on Thursday.
The C.M. ss. Kwellee left Hankow for Shanghai on Friday.
The C.N. ss. Wuchang left Hankow for Shanghai on Friday.
The N.K.K. ss. Tachang Maru left Hankow for Shanghai on Friday.
The C.M. ss. Kiangshin left Hankow for Shanghai yesterday.
The C.N. ss. Chenan will leave Hongkong for Shanghai today.
The I-C ss. Hwahlee (chartered) will leave Hankow for Shanghai today.
The C.N. ss. Tatung will leave Hankow for Shanghai today.
The N.K.K. ss. Taifu Maru will leave Hankow for Shanghai today.
The N.Y.K. ss. Omi Maru with mails left Mofu for Shanghai on Friday and may be expected to arrive today.
The M.M. ss. Paul Lecat with French mails left Marseilles for Shanghai and ports on Tuesday, February 25, at noon and may be expected to arrive about the end of March.
The I-C ss. Wingsang will leave Hongkong for Swatow and Shanghai today.
The I-C ss. Loongwo will leave Hankow for Shanghai tomorrow.
The C.N. ss. Luany will leave Hankow for Shanghai tomorrow.
The H.O. ss. Tehsing will leave Hankow for Shanghai tomorrow.
The N.K.K. ss. Nanyang Maru will leave Hankow for Shanghai on Tuesday.
The C.M. ss. Kiangfo will leave Hankow for Shanghai on Tuesday.
The C.N. ss. Wuchang will leave Hankow for Shanghai on Tuesday.
The C.N. ss. Team will leave Hongkong for Shanghai today.
The P. and O. ss. Dilwara is due to leave Hongkong for Shanghai today.
The P. and O. ss. Nellore, from London, is expected to arrive at Shanghai on March 16.
The N.Y.K. ss. Chikugo Maru with mails will leave Nagasaki for Shanghai tomorrow and may be expected to arrive on Wednesday.
The N.Y.K. ss. Kumano Maru with mails will leave Mofu for Shanghai tomorrow and may be expected to arrive on Wednesday.
The N.Y.K. ss. Kitano Maru arrived in Shanghai yesterday and will leave for London via ports tomorrow. The tender with passengers will leave the Customs Jetty at 8 a.m.
The Blue Funnel ss. Agapenor left Hongkong for Tientsin and Shanghai on Friday morning.

Provision Prices

In Local Market

Prices quoted are in Mexican dollar cents at Hongkong Market as compiled on February 25, 1919.

Butcher's Meat

Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30

Fish

Bream	per lb.	14-16
Cod	"	18-20
Mackerel	"	20-30
Pomfret	"	18-20
Salmon	"	18-20
Samli	"	none
Soles	"	16-20
Whitebait	"	20-25

Game, Poultry And Eggs

Deer	each	\$2.00-\$2.50
Duck	"	50-90
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Turkey	"	40-45
Geese	each	\$1.00-\$1.20
Hare	"	35-40
Partridge	"	35-40
Pheasant	"	none
Pigeons	"	25-30
Plover	"	none
Quail	"	18-20
Snipe	"	14-16
Teal	"	14-16
Wild Duck	"	20-35
Wild Geese	"	40-50
Wild Pigeons	"	10-12
Woodcock	"	40-50

Fruit

Apples	per lb.	none
Bananas	"	6-7
Cherries	"	none
Chestnuts	"	10-12
Figs	per doz.	none
Turnips	per bunch	2-3
Grapes	per lb.	none
Lemons	each	8-10
Lichas	per lb.	none
Mangoes	each	none
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	10-12
Peaches	"	none
Pears	"	10-12
Perseimmons	"	none
Peelocoe	"	none
Plums	"	none
Pumeloes	each	20-25
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	"	12-14

Vegetables

Artichokes	per lb.	2-3
Asparagus	per doz.	none
Broad Beans	"	8-10
Beetroot	per bunch	2-3

AMUSEMENTS

Victoria Theatre

on March 2nd and 3rd

MARY PICKFORD

"CINDERELLA"

and CHARLIE CHAPLIN

in the Famous Chaplin Film "EVER MADE"

MATINEE TODAY

"CINDERELLA"

and CHAPLIN

Per 100 tickets \$3.00-4.00

E. KILNER, Chief Inspector.

OLYMPIC THEATRE

Tonight

Marguerite Clark

The famous New York

Lyceum Theatre

Success

"SEVEN SISTERS"

A captivating comedy in Five Parts

Other New Pictures

and

Other New Pictures

and

Other New Pictures

and

Other New Pictures

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Other New Pictures

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AMUSEMENTS

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Co's Str. Tachi Maru, Captain S. Honda, will be despatched from N.K.K. Pootung Wharf on Sunday, March 2, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Str. Kiangyung, Captain W. McMillan, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangwah, Captain John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Kutwo, tons 2,664, Captain Gibb, will leave on Monday, March 3, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Tuckwo, tons 2,770, Capt. Campbell, will leave on Tuesday, March 4, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Shingyang Maru, Captain J. A. Scott, will be despatched from N.K.K. Mail Wharf on Tuesday, March 4, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co's Steamer Nankin, Captain H. A. Wavell, will leave from the French Bund on Tuesday, March 4, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co's Str. Tachang Maru, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on Wednesday, March 5, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co's Steamer Wuchang, Captain Pickard, will leave on Wednesday, March 5, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Chartered Steamer Hwahlee, tons 1,151, will leave on Thursday, March 6, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Loongwo, tons 3,925, Capt. Findelson, will leave on Friday, March 7, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co's Steamer Tatung, Captain C. C. Williams, will leave from the French Bund on Thursday, March 6, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co's Steamer Luanyi, Captain Frazer, will leave from the French Bund on Friday, March 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co's Steamer Woosung, Captain Newcomb, will leave from the French Bund on Saturday, March 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW & CANTON.—The China Navigation Co's Steamer Yungchow, Captain E. B. Shims, will leave from the French Bund on Sunday, March 2, at 11 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co's Steamer Hsin Peking, Captain A. Stott, R. N. R. will leave from the French Bund on Monday, March 3, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co's Steamer Shansi, Captain J. A. McCulloch, will leave on Monday, March 3, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

MARSEILLES.—The Str. Luzon Maru, Captain D. Janssens, will be despatched from the Co's No. 9 Buoy Wharf on end of Mar. at 11 a.m. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.—The Osaaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on Thursday, March 6, at noon. For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

HONGKONG & CANTON.—The China Navigation Co's Steamer Shinkang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Tuesday, March 4, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG & CANTON.—The China Navigation Co's Steamer Suiyang, Captain J. Gibb, will leave from the French Bund direct for the above ports on Thursday, March 6, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co's Steamer Shinkang, Captain H. E. Lyster, will leave from the French Bund on Sunday, March 9, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co's Steamer Tean, Captain A. J. Scott, will leave from the French Bund direct for the above ports on Tuesday, March 11, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on end of March. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer Alps Maru, Captain T. Yamaguchi, will be despatched from the Co's No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4235.

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C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Captain Nankin, Poyang, Tientsin, Wuchang and Chungking which sail from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines. The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers. Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shantung and Shengking. Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Shinkang, Yungchow, Sheng and Kaitong. Regular sailings from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings. For NINGPO.—S.S. Hsin Peking. Regular sailings from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers. For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from Messrs. Thomas Cook and Son, Russian Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77. Agents, 21-23 French Bund. Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS TRANS-PACIFIC SERVICE "ECUADOR" "VENEZUELA" "COLOMBIA"

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. Venezuela April —	S.S. Venezuela Mar. —
S.S. Ecuador April 26	S.S. Ecuador April 5
	S.S. Colombia May 3

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE "COLUSA" "SANTA CRUZ"

SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Colusa Mar. 12	S.S. Colusa May 1
S.S. Santa Cruz April —	

PANAMA SERVICE

Regular sailings from San Francisco MEXICO—CENTRAL AMERICA—PANAMA. Safety and comfort of passengers our first consideration. For information of freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building. Telephone Central 6054 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA (Osaka Mercantile Steamship Co., Ltd.)

Under Mail Contract with the Imperial Japanese Government SAILINGS FROM SHANGHAI

[(Subject to Alteration)]

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore). CELEBS MARU (12,000 tons) Capt. T. Nemoto, arr. leave Mar. 5

*ALPS MARU (15,000 tons) Capt. T. Yamaguchi, End of March *ANDES MARU (15,000 tons) Capt. K. Saito, April

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.

AFRICA MARU (12,000 tons) Capt. H. Yamamoto, Mar. 5

ARABIA MARU (18,000 tons) Capt. S. Hamada, Apr. 7

MANILA MARU (20,000 tons) Capt. N. Kobayashi, Apr. 14

FOR HONGKONG MEXICO MARU (12,000 tons) Capt. K. Komiga, Mar. 4

FOR NORTH CHINA PORTS (Tientsin and Dairen). KOHOKU MARU (8,000 tons) Capt. M. Tsukaki, Mar. 8

FOR SOUTH CHINA PORTS AND FORMOSA (Fouchow, Keelung and Tainan). KEELUNG MARU (1,500 tons) Capt. J. Fukami, Mar. 4

*Fully booked for passage. The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA

Manager. OSAKA SHOSEN KAISHA Union Building, 4 The Bund. Tel. Nos. Central 4234 and 4235. Tel. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

PACIFIC

QUICKEST TIME ACROSS THE PACIFIC

QUICK EMPRESS OF RUSSIA

Shanghai to Vancouver—MARCH 15th

Subsequent Sailings from Shanghai

For Vancouver via Nagasaki, Kobe and Yokohama	For Hongkong via Manila
Empress of Japan Mar. 15	Empress of Asia Mar. 15
Empress of Asia Mar. 29	Empress of Japan Apr. 12
Monteagle Apr. 9	Empress of Japan Apr. 29
Empress of Russia Apr. 26	Empress of Asia May 10
Empress of Japan May 10	Monteagle May 21
Empress of Asia May 24	Empress of Russia June 9

*Monteagle calls at Moji. *Monteagle proceeds direct to Hongkong.

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD

Daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to G. M. JACKSON, General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building, Tel. Central 132.

For through bills of lading quotation of freight rates, etc., apply to L. E. N. RYAN, Agent, Corner Peking and Yuen Ming Yuen Roads, Tel. Central 131.

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU For San Francisco	March 4
TENYO MARU For San Francisco	May 6
SHINYO MARU For San Francisco	May 24

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances, Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building, (Entrance, 71 Szechuen Road.)

Phone, Central 3229

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS

"NANKING" AND "CHINA"

(15,000 TONS) (10,300 TONS)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" MARCH 30th

S.S. "CHINA" APRIL 27th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING" MARCH 11th

S.S. "CHINA" APRIL 9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN

Agent.

CORNER SEZCHUEN & KIUKIANG ROADS

PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.

Furniture and Carries Packed for Shipment by Expert Packers.

SHIPPING AND FORWARDING AGENTS.

Telephone 1848 83, Szechuen Road

Business and Official Notices

Concession Francaise de Changhai

AVIS

Elections Municipales du 4 Mars 1919

Candidatures présentées au Conseil Général de France:—
20 Février 1919:
P. Le Bris Candidat Français
20 Février 1919:
J. Beudin Candidat Français
X. Dard Candidat Français
R. Pana Candidat Français
L. Lion Candidat Français
E. Binger Candidat Français
L. Camera Candidat Français
W. J. N. Dyer Candidat Français
J. W. Gallagher Candidat Français

Le Consul de France
Chargé du Consulat Général
de France,
A. WILDEN.
21423

Messrs. Rodger and Haskell

beg to announce that on the First of March, One Thousand, Nine Hundred, Nineteen, they will remove their law offices to Number Eleven, Yuen Ming Yuen Road, Shanghai.
21380.

LYCEUM THEATRE

A. D. C.

180TH PRODUCTION

"The Gondoliers"

by
GILBERT AND SULLIVAN

TUESDAY, March 4th,
at 8.45 p.m.

Extra Performances

MATINEE:

THURSDAY, March 6th,
at 5 p.m.

SATURDAY, March 8th,
at 8.45 p.m.

Booking at Moutries.

By Order,
Wm. ARMSTRONG,
Business Manager,
Shanghai, February 16, 1919.
21326

Yut Sae Chang & Co.

Wholesale Hardware Merchants
Building Contractors
Engineers' Supplies.
A1284 BROADWAY, SHANGHAI

Ball-Bearing Skates, Basket Balls,
Stove Polish, Door Springs
and Vacuum Bottles.

Australian

Fresh Butter

"DAISY" BRAND

AND

"MEADOW" BRAND

FRESH AND PURE

may be obtained from all leading
Storekeepers.

Tinned Butter

Best Australian

"BULLFINCH" BRAND

"ROSE" BRAND

In 2 lbs. (nom.) tins.

The Australian Produce Co.

GEDDES & CO., LTD.

Agents.

Shanghai, 17th February, 1919.

21348

Tel. 346. 5 Peking Road.

NOTICE

AMERICAN COMPANY, S.V.C.

Monthly Cup and Spoon Competition.

Monday, March 3rd.

6:30 to 8:30 a.m. and 4:00 to 6:00 p.m.

Practices Nos. 1, 2 and 3—S.V.C.

Lee Enfield Rifle.

21430

TUNGSTEN

Our products are purified in our own concentrating plant with a guaranteed percentage of 65 and above.

Capable of producing 100 to 150 tons per month.

YUI HWA MINERAL SUPPLY CO.

P. 3 Nanking Road, Shanghai

21453

DEATH

M. Edouard Albert Colomb died on the 1st March at his residence 14 Rue Paul Beau in the 51st year of his life.

Religious service at St. Joseph's Church Monday morning at 8 o'clock. Burial at the Lokawei Cemetery.

21458

Shanghai Golf Club

NOTICE is hereby given that the Recreation Ground has been reserved for the Shanghai Golf Club on Sunday, 2nd March, 1919.

By Order.

21408

"LOST 2 native orders No. 1094 for Tls. 157.50 and No. 1095 for Tls. 93.10, both issued by Yuan Sung Bank (元生莊) and dated the 1st day of the 2nd Moon. Having been reported of the loss the said Bank has duly declared same null and void. The public is hereby warned against accepting same. Advertisements also appear in the Shun Pao and Sin Wan Pao.

Chien Chong Cotton Yarn Co."

(乾昌紗號啓)

21420

Debentures of Club Concordia

All allied and neutral holders of debentures of the above Club are hereby notified to register with the undersigned before 8th March, 1919, their names and nationality, together with the numbers, amounts and terms of the debentures they hold. These particulars are required by the Ministry of Finance, Peking, for purposes of liquidating the liabilities of the Club.

Bureau of Liquidation

of the Deutsch-Asiatische Bank,

Shanghai.

A. G. STEPHEN,

Liquidator,

by his attorney

A. D. BRENT.

21266

THE SHANGHAI & HONGKONG WHARF CO., LTD.

The Annual General Meeting of the Shareholders in the Company will be held at the Office of the General Agents on Tuesday, the 11th March, 1919, at 11.30 o'clock a.m. for the purpose of receiving the statement of Accounts and Report of the Directors for the year ended 31st December, 1918.

The Transfer Books of the Company will be closed from 1st to 11th March, both days inclusive.

Jardine, Matheson & Co., Ltd.

General Agents,

Shanghai and Hongkew Wharf

Company, Limited.

Shanghai, 17th February, 1919.

21348

In 1916, 1917 and 1918

there was a belief amongst many people in England—and it had been fostered, either by ignorance or by design, by propagandists—that large quantities of grain were being used in Great Britain and Ireland for the manufacture of spirits for drinking purposes. Such was not the case. Since the beginning of 1917 not a bushel of grain has been used in Great Britain or Ireland for the manufacture of spirits. Where distilleries were in operation they were making spirits for explosives or other war purposes. All the spirits which have been sold for consumption have been drawn from stocks in bond, and under the Immature Spirits Act must have been stored in bond for at least three years.

ELEPHANT HEAD OLD TOM GIN

GARNER, QUELCH & CO.

Sole Agents.

"CLUB CONCORDIA"

German Club

In accordance with instructions received from the Ministry of Finance, Peking, the undersigned invites tenders for the purchase of the PROPERTY AND BUILDINGS OF THE GERMAN CLUB situated at No. 22 The Bund. Tenders either in Shanghai Taels or Dollars must be sent in to the undersigned on or before 7th March, 1919. All tenders received will then be submitted to the Minister of Finance, Peking, who does not bind himself to accept the highest or any tender.

The Club buildings will be available for delivery on conclusion of the conference between the Northern and Southern Peace Delegates at Shanghai.

Further particulars may be obtained on application to

Bureau of Liquidation

of the Deutsch-Asiatische Bank,

Shanghai.

A. G. STEPHEN,

Liquidator,

by his attorney

A. D. BRENT.

21266

LOMBIO

CURES

Prickly Heat, Eczema,

and all Skin Troubles.

LOMBIO gives immediate

relief from the intolerable

itching, burning and pain,

stops bleeding, draws out

the heat from the inflamed

surface and effects a per-

manent cure.

To be obtained from local

agents

Shanghai Dispensary

24 Foochow Road, Shanghai

Sole Proprietors:

LOMBIO COMPANY,

15, New St. Blagovest,

London, E.C.

EDEN HOSPITAL

Dept. of Venereal Diseases

372 Nanking Road

(Opp. Lloyd Road)

Hours: 10-12; 2-4 except Sunday

Special consideration to men

in uniform

DR. JAMES YUKING, Supt.

21368

THE UNITED STATES COURT FOR CHINA

In re Estate of

MARY ANNA REYNES,

Deceased.

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before August 9, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

WILLIAM A. CHAPMAN,

Administrator,

11 Whangpoo Road,

Shanghai, China.

February 9, 1919.

21102

MILD STEEL FLAT BARS

1/4" x 1" to 3/4" x 3" in Stock

W. Z. ZEE & SONS, Broadway

VENUS

COPYING PENCILS

No. 165 Soft

No. 168 Hard

No. 214 Special Copying

And a complete line of Office Supplies kept in stock.

THE OFFICE APPLIANCE CO.

Phone SPECIALISTS IN OFFICE EQUIPMENT Cable Add.

Central 4778 4 Canton Road, Shanghai Mackhauck

Motor-Cyclists—

Know Your Speed

A STEWART SPEEDOMETER

will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

FOR SALE

The undersigned have for sale a quantity of stores which were purchased at wholesale prices for Chinese Coolies in France and now not required, including:

Foodstuffs:

1200 tins	Mixed Pickled	什錦醬菜
2000 "	Sesamum Broken Chili Sauce	芝麻辣醬
1200 "	Sweet Pickled Asparagus	甜醬黃筍
1200 "	Sauce Carrot	人參蘿蔔
2100 "	Sesamum Sauce	芝麻醬
2000 bottles	Chili Oil	衛生辣油
2000 tins	Chili Bean Sauce	辣豆瓣醬
4000 bottles	Sesamum Oil	蘇油
3990 tins	Bean Curd	紅醬乳腐
1200 "	Mixed Beans	什錦豆豉
1200 "	Szechuen Cabbage Heads	四川榨菜
2100 "	Cucumbers	甜醬黃瓜
2100 "	Ham Dried Bean Curd	南腿乳腐

Chess with boards, Games, Writing Brushes, Drawing Colours, Pens, Kites, Musical Instruments, and Gramophone Records, etc; etc;

Tenders invited. Goods can be seen on application.

Jardine, Matheson & Co., Ltd.

Metals, Hardware and Sundry Supply Department,

37 THE BUND

21408

Business and Official Notices
are Continued on
Page 17

Amusement Advertising
will be found on
Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
be Prepaid

Replies must be
called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quin-
gan Gardens. Comfortable rooms
front and back, (with bathrooms
and verandah), to let. Good table.
Telephone North 432.

CONNAUGHT HOUSE, 8 Quin-
gan Gardens. To let from March 1st.
One large front room facing South
with bathroom and verandah attached,
suitable for married couple or two
bachelors. Apply to Mrs. G. Pollock.

TO LET with board in select neigh-
borhood, newly furnished flat, com-
prising two adjoining large rooms
bordered by verandah, private bath-
room attached. Excellent kitchen,
tennis, telephone, garage and stabl-
ing. Apply to Box 254, THE
CHINA PRESS.

TO LET, unfurnished flat of two
rooms, with verandah, kitchen and
bathroom. House situated in Hong-
kew district. Apply to Box 237,
THE CHINA PRESS.

FURNISHED ROOM to let, in
Central district, with or without
board. Apply to Box 240, THE
CHINA PRESS.

APRIL 1st OR EARLIER, bungal-
ow with every convenience, in best
part of town, to let; suitable for
two bachelors or young couple.
Furniture and fittings must be taken
over. Apply to Box 242, THE
CHINA PRESS.

TO LET, small flat, three rooms
and bath, immediate occupation.
Apply to Box 235, THE CHINA
PRESS.

TO LET, two-roomed apartment,
with housekeeping arrangements,
for bachelors or couple. Very high-
class. Also one office. Apply 51
Szechuen Road.

VACANT on the 5th March, a
nicely furnished bedroom (facing
south) verandah and bathroom
attached, suitable for married couple
without children, or for two friends.
Apply at, 128 Bubbling Well Road.

APARTMENTS WANTED

WANTED by young married
couple, a nicely furnished room with
modern bathroom attached. With
board. Good locality. Apply to
Box 249, THE CHINA PRESS.

WANTED, furnished room, with-
out board, Central district, by
American bachelor. Apply to Box
236, THE CHINA PRESS.

OFFICES, ETC., TO LET

LARGE, bright godown, second
floor, Central district. Immediate
occupation. Apply to Box 246,
THE CHINA PRESS.

OFFICES to let, new building, 14
Canton Road, on ground, first and
second floors, from April 1st;
divided to suit tenants. Apply pre-
mises, or J. T. Hammond, 51 Sze-
chuen Road.

SITUATION VACANT

WANTED, an experienced foreign
cannasser (either sex) for a new
publication. Liberal commission,
and exclusive field. Apply, giving
local references, to Box 250, THE
CHINA PRESS.

NURSE OR NURSERY governess
wanted, one small boy. Amah kept;
liberal salary. Apply, with full
particulars, to Box 244, THE
CHINA PRESS.

COMPRADORE WANTED by
old established export firm. Only
those with highest references and
financial standing need apply. Ap-
licants must speak English. Apply
to Box 234, THE CHINA PRESS.

21423 M.5.

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21423 M.5.

21423 M.5.

EDUCATIONAL

ENGLISH CONVERSATION:
Russian lady desires to take lessons
in conversation with an English
person. Please apply to Box 245,
THE CHINA PRESS.

21427 M.4.

COLLEGE-TRAINED CHINESE,
with good knowledge and general
experience along many lines, can
serve as efficient private tutor. Ap-
ply to Box 233, THE CHINA
PRESS.

21394 M.2.

HOUSES WANTED

WANTED, unfurnished house, not
less than eight rooms, garage and
tennis lawn. Apply to Box 247,
THE CHINA PRESS.

21440 M.2.

MISCELLANEOUS

TYPEWRITER for rent, good
standard typewriters for rent,
China Express Co., Telephone
North 1612.

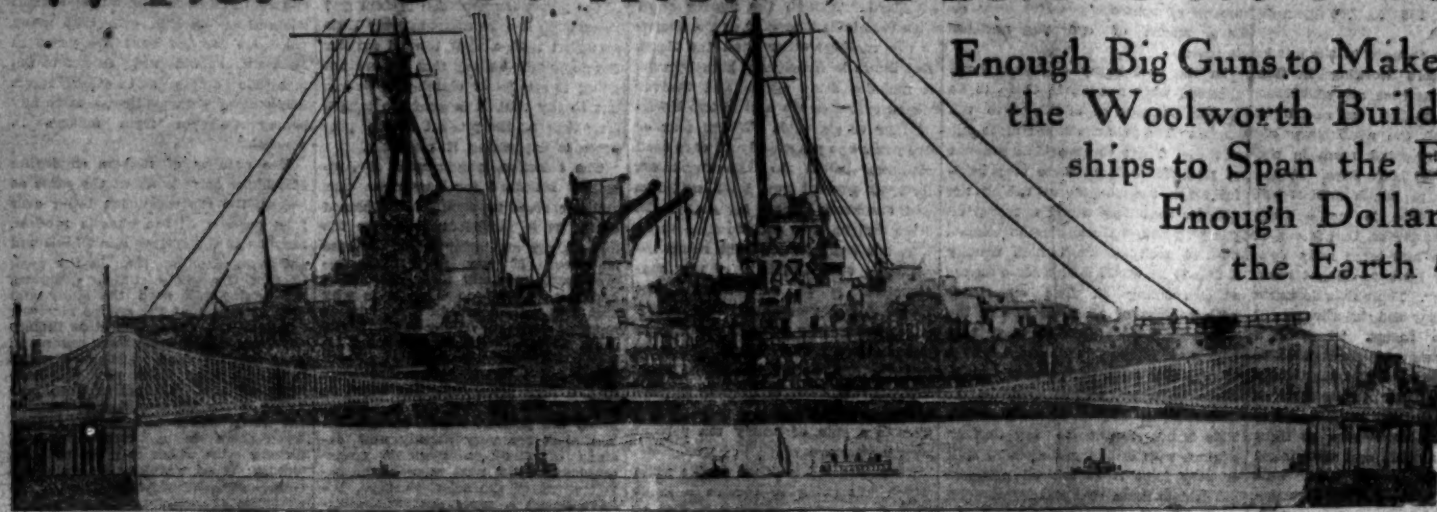
21443

WANTED, a house-boat, with
lowland, for three months. Address
with particulars and price, J. H.
McMichael, c/o Frizar & Co.

21410 M.4.

What Germany Has Surrendered

Enough Big Guns to Make a Cannon Larger Than the Woolworth Building, Enough Battleships to Span the East River, N. Y., Enough Dollars to Encircle the Earth 4½ Times



Germany Surrenders 16 Battleships and Battle Cruisers, 8 Light Cruisers and 50 Destroyers. These Ships Combined into a Single One Would Make a Battleship 1,735 Feet Long, 281 Feet Broad and 319 Feet High. This Would Completely Block Up New York's East River, the Distance Between the Piers of the Brooklyn Bridge Being Only 1,600 Feet.

It will be useful and instructive to many Americans to see visualized before them on paper the actual amount of property that Germany surrendered under the peace armistice.

Many citizens have expressed the view that Germany got off very easily, that she should have been hammered until she surrendered unconditionally, and that her cities should have been devastated like those of France and Belgium. It is not the purpose of this article to combat those views, but it is believed that those who like to discuss these exciting topics will be pleased to have the facts put before them in convenient pictorial form.

For this purpose a distinguished statistical expert has been engaged to estimate the exact bulk of the ships, guns and other articles surrendered by Germany and his calculations have been turned into picture form.

Have you stopped to think that Germany gave up 5,000 locomotives and what that means? That is just the number of locomotives produced last year by our great manufacturing companies, and we are the largest locomotive-making country. There was good reason for making the Germans surrender this number, for that was about the total they relied on for the French.

The Germans seized all the locomotives and rolling stock of the railways in Northern France. They represented the accumulations of many years by the French railroads. The Germans used them until they were worn out or shot to pieces.

How big would all those locomotives be if they were piled into one? Assume that each locomotive was 70 feet long, 12 feet high and 6 feet 8 inches in width. The resulting combination of all these locomotives would be 1,196 feet long, 305 feet high and 114 feet wide.

If the 5,000 locomotives were placed end to end they would make a line over sixteen miles long.

The armistice terms also provide that the Germans should give up 150,000 railway cars. What sort of a giant car would that make? The average European railway car measures sixty feet long, twelve feet high and six feet eight inches in diameter. The resulting giant railway car would be 3,185 feet long, 638 feet high and 354 feet wide.

That car would carry the whole skyscraper section of New York from the Municipal Building to a point below Wall Street.

If the 150,000 cars were placed end to end, instead of being made into one big one, they would stretch along 107 miles of track.

Those 150,000 cars could contain 15,000,000 tons of food. Now perhaps we can understand why the German representatives, even though they were hopelessly beaten, murmured against some of the terms as being impossibly severe. Old Dr. Solf, the new Minister of Foreign Affairs, tried to make himself strong with the German people by protesting to President Wilson that this provision would bring famine to millions of Germans.

Food is, of course, of little value unless it can be carried to the centers of population. The loss of 150,000 railway cars may mean that a good many Germans must go without the scanty supply of frankfurters and sauerkraut and other delicacies they have been receiving for the past four years.

But the Germans had no mercy on the other countries when they attacked them by surprise. The Allies are still suffering severe food shortage on account of the shipping and railroad equipment taken or destroyed by the Germans. It is serious that people should protest against treatment for themselves which they recently inflicted on others.

The armistice provided that the Germans should give up 5,000 guns, half of them being heavy and half of them smaller field guns. The expert has calculated that if all these 5,000 guns were combined into

one they would make a gun 906 feet long and eighteen feet across the bore.

Such a gun would be one-quarter as high again as New York's Woolworth Building, the highest building in the world.

The average weight of these guns was nine tons per gun, which would give a total weight of 45,000 tons of steel. The modern gun develops an energy of 784 foot-tons of energy per ton of gun. For the 5,000 guns we should then have a total of 35,280,000 foot-tons of energy.

A foot-ton means the force needed to lift one ton one foot in one second. The 5,000 guns of the Germans exert force enough to lift 115,000,000,000 tons in an hour.

A sixteen-inch gun has been built that shoots seventy-five miles. How far would a gun shot with a bore of eighteen feet or 108 inches? If this force could be put into practical shape it would land a shell on the planet Mars.

As a matter of cold fact, the Allied representatives had carefully calculated that this was practically all the heavy artillery that had supported the great German army and inflicted such enormous losses on the other side for four and a quarter years. It was ascertained beyond question that the balance of artillery left to the Germans could be of no possible danger to the Allies.

The Allies, however, were not satisfied with gathering up the big guns. They required the surrender of 25,000 large size machine guns by the Germans. This was a large proportion of the weapons of this type possessed by the latter. They had caused more Allied deaths than any other weapon in German possession.

The most perfect type of machine gun fires 300 bullets a minute. These 25,000 German machine guns, assuming that they were of the latest type, could therefore fire 7,500,000 deadly bullets per minute.

It helps us to understand how many 25,000 machine guns are when we know that the combination gun resulting from all of them would be 117 feet long, 14½ feet broad and 87½ feet high.

The armistice required that Germany should give up sixteen battleships and battle cruisers, eight light cruisers and fifty destroyers.

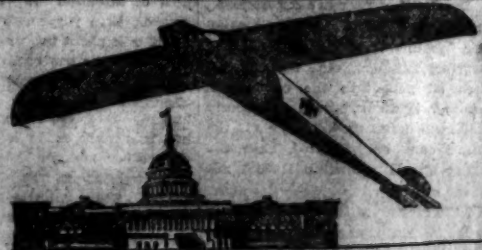
A composite vessel has been imagined made up from all these. This assumed that the battleships and battle cruisers measure 500 feet long, 97 feet wide and 110 feet from water line to top of highest mast; that the light cruisers measure 450 feet long, 90 feet wide and 90 feet from water line to top of highest mast; and that the destroyers measure 305 feet long, 30 feet wide and 60 feet from water line to top of highest mast.

The vessel resulting from these would be 1,735 feet long, 281 feet wide and 319 feet high.

Such a ship would completely block up New York's East River, for the Brooklyn Bridge is only 1,600 feet from pier to pier.

It is, perhaps, more impressive to think of all those ships placed end to end. Sixteen battleships and battle cruisers 500 feet long would make 8,000 feet; eight light cruisers 450 feet long would make 3,600 feet, and fifty destroyers 305 feet long would make 15,250 feet.

This would give a total of 25,450 feet, or



3,000 Aeroplanes Given Up by the Germans Would Make One Great Aeroplane With 1,124 Feet Wing Spread, 346 Feet Height and 346 Feet Long. This Would Be Half as Long Again as the Capitol at Washington, Which Is 751 Feet 4 Inches Long.

Germany Surrenders 5,000 Cannon of Large Size. This Would Make One Big Gun 906 Feet Long of 18 Feet Calibre. New York's Woolworth Building, the Highest Building in the World, Is Only 750 Feet High.

4½ miles. But ships at sea require a lot of space between them and one half the German fleet when it surrendered to the British Navy was stretched over a line twenty miles long.

The largest battleships have crews of upward of 1,000 men, the cruisers about 600 men and the destroyers 200 men each. This would give 30,800 men as the total crews of the surrendered German ships.

Clause 19 of the armistice required that Germany should pay reparations for damage done. This has been estimated in Paris at \$65,000,000,000, a very moderate estimate.

This sum in silver dollars would make a pile 112,000 miles high, four and one-half times the earth's equator, and one-half times the distance from earth to sun.

If the sum were turned into dollar bills, placed end to end, they would form a line 7,920,000 miles long or about one-eleventh the distance from earth to sun.

The area of these bills would be 890 square miles, or 249,200 acres.

The armistice required the surrender of 3,000 aeroplanes, which was practically the total equipment in this line of the German army. This is an item that would require a tremendous amount of room. The aeroplanes on the average measured

25,000 Machine Guns Delivered Up by the Germans Would Make One Machine Gun 117 Feet Long, 14½ Feet Broad and 87½ Feet High. This Picture Shows How Such a Gun Would Compare With a Six-Foot Man.

seventy-eight feet across the wings, twenty-four feet high and twenty-four feet from front to back.

A giant aeroplane resulting from the combination of all these would make one 1,124 feet across the wings, 346 feet high and 346 feet deep.

However, this way of adding up the 3,000 aeroplanes makes the least bulky result. If all the 3,000 were arranged in a field, side by side, as they are in actual service, they would make a line forty-four miles long. This gives some idea of the vast problem of handling the surrendered aeroplanes.

When the Allies get the aeroplanes they will have something of real practical value that may have a great effect on the future of the world. It is believed that the great superfluity of military aeroplanes now on hand must result in cheapening them and stimulating popular interest in them for sport and travel.

150,000 Railway Cars Surrendered by Germany Would Make One Car 3,185 Feet Long, 638 Feet High and 354 Feet Wide. This Car Would Carry Almost the Whole of New York's Skyscraper Region from the Battery to City Hall Park.

"Inquiry among French aces shows that some hope that civilian aviation will offer satisfactory careers," says one dispatch. "Air mail services plan fifty new lines." "Army airplanes for sale." "Prominent men of Baltimore, New York, Chicago and San Francisco have formed an aero club to be established at Lloyd's Neck, L. I." These are a few of the announcements that indicate the coming aviation boom.

The French have issued 16,000 pilot licenses, and others in the French army are eligible; the British have been credited with even more, and the United States has trained them by the thousands. Already the enthusiasts are talking of distinctively named continental "airways." We have the statement from British sources that a serviceable machine can be produced for \$1,400. Americans ought to make a better figure than this. A cheap aeroplane offers great possibilities of low cost travel.

Every man will be his own chauffeur; there will be no tires to replace; gasoline can be saved by a crowline between two points, and no road-maps need be purchased, while the speeder can go it in secure contempt of police and courts.

We now come to an item in the armistice that is of still more unquestioned commercial value. The Germans were required to surrender 5,000 army motor trucks. It is learned that these motor trucks measured on the average twenty feet long, five feet wide and ten feet high.

The giant army motor truck that would result from the combination of these 5,000 trucks would be 342 feet long, 85½ feet wide and 171 feet high.

If the 5,000 trucks were placed end to end they would make a line 18½ miles long.

These 5,000 trucks could pull an average load of ten tons, or 50,000 tons altogether. That is twice the weight of a dreadnaught battleship. The trucks will be of the greatest value to the nations that receive them, because they are especially needed for building operations in devastated regions.

Of course the Germans surrendered a great deal more than the articles mentioned, and the balance was of infinitely greater value. They surrendered all the territory west of the river Rhine and the principal strategic points east of it. This territory has an area of over 26,000 square miles and a population of 11,000,000.

Of the territory surrendered, it is settled that Alsace and Lorraine shall return to France. The disposition of the balance

will be decided at the peace conference. The surrendered territory produced 65 per cent of Germany's mineral wealth, 20 per cent of her manufactures and 10 per cent of her agriculture.

Proceeding from the frontier of the Netherlands as the river ascends to Switzerland there are the Rhine Province of Prussia (Rheinprovinz), Rhineland Hesse (Rheinhausen), belonging to the Grand Duchy of Hesse; the Principality of Hildesheim, belonging to the Grand Duchy of Oldenburg on the Baltic, but entirely surrounded by Prussia; the Rhineland Palatinate, formerly a part of the Kingdom of Bavaria, but separated from it during the Napoleonic wars, and finally Lorraine and Alsace, known under German domination since 1871 as the Reichsland of Elsass-Lothringen.

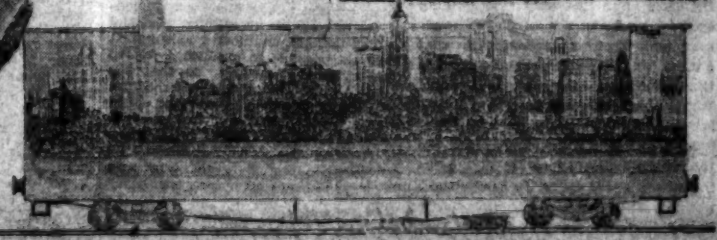
The northern part of the Prussian province includes the great system of military railways which Germany built in preparation for the war from 1909 to 1913, extending from the great traffic and manufacturing centres of the Rhineland Provinces—Cologne, Aix-la-Chapelle, Andernach and Lutzerath—within an hour's drive of the Belgian and Luxembourg frontiers. Here were quietly mobilized in the first days of August, 1914, the Seventh, Ninth, Tenth, Third, Second and Eleventh German Corps for the attack upon Belgium, their left protected by the Fifth of the Prussian Guard Cavalry.

Then, the home of the great Krupp armor, gun and munition works, is on the right bank of the Rhine, twenty miles north of Düsseldorf and is in the neutral zone on the east side of the river, provided by the armistice. Before the war the Krupps employed 29,000 hands. Since the war began they have had more than 1,000,000 on their payrolls.

There were also surrendered the great fortresses of Metz in Lorraine and Strasbourg in Alsace. Metz was the greatest fortress ever created, being over thirty miles across in every direction. The importance of the industrial region of the Prussian Province, and even that of the fortifications of Metz and Strasbourg, is completely surpassed by the iron region of the Basin de Briey, in Lorraine, which, beginning over the Belgian and Luxembourg frontiers, ascends the Moselle to within a few miles of Pont-a-Mousson. This mining region, with an area of 255 square miles, was cut in two by the treaty of Frankfurt, which closed the Franco-Prussian War of 1870-71, and was entirely occupied by the Germans in August-December, 1914.

During the war the Basin de Briey has provided the German armaments with 50 per cent of their steel, and without it, according to the most famous Düsseldorf iron masters, the empire could not have sustained the war for three months. The iron region is restored to France for good in its entirety.

There you have a few items in the greatest surrender in all history.





AUTOMOBILES



SHANGHAI, SUNDAY, MARCH 2, 1919

Mars Shapes The Trend Of Motor Industry In U.S.

War Teaches Manufacturers Many Lessons; Improved Production Methods Among Principal Developments

By H. A. Tharnton
(In Motor)

It is universal knowledge that the American motor car industry abbreviated during the war period the greater part of its normal schedule and set to work doing all it could to win the war. This action necessarily retarded development of the products of these manufacturers, that is to say, they have to offer today automobiles practically identical with those made before the makers pulled up their sleeves and threw their gold into the common pot. The war period was no time for experimenting; it was no time to start development work. The war was won because we produced and produced in quantity what we already knew about and knew how to manufacture. During the time it was engaged in this performance the motor industry saw some previous errors; it saw places for improvement; it could see how this or that could be improved or cheapened or how production could be speeded up or manufacturing methods bettered. As a result the motor industry got out of the war not so much a better knowledge of design as a better knowledge of manufacturing methods, better methods of making parts quicker and more accurately. It has learned how to produce good units in quantity. It also has learned to be extravagant of everything but time. So while our industry was making engines and trucks and passenger cars and tractors, trailers and what not, it was also busy observing, and the observations have taught it much. While there was not time to put into immediate use the knowledge thus gained, the next few months will see the engineering departments working at top speed to verify their observations, and the whole conglomerate mass of data obtained during the war years will be reflected in our next crop of cars.

Cars Will Be Lighter

Briefly those cars will be much lighter than our present ones; they will use more aluminum and pressed-steel parts, they will have better bodies, be more comfortable, far more economical, cheaper in price and show a general refinement in detail all through. Engines will be better lubricated. They will run hotter and more of them will use thermostatic control. Ignition will certainly be improved, bearing trouble will be a thing of the past in these engines, because of what has been learned about making bearings, and oiling them. There will be few changes in clutches, in transmissions or axles. Wheels of the disc and wire types will attempt a fresh drive toward universal adoption.

Apologies of this line of thought about what we have learned from the war experiences and the reasons our automobiles will not reflect much of it now, one of the most prominent engineers in the country explained that in so many cases the need for speed precluded any thought of changes in design. As an illustration example take airplane engine carburetion. It is generally supposed that engineers have learned a great deal about carburetion as a direct result of what was done on airplane engines, but as a matter of fact in the desire to get as many planes as possible actually running, the easiest course was taken, and instead of changing the carburetion systems to handle poor fuel, the fuel was changed so the existing systems could handle it. It is almost common knowledge that the fuel used by our airplanes was of the very finest grade, highly volatile so no trouble would be encountered at high altitudes, but few realize that such fuel cost in the neighborhood of fifty cents per gallon. That would never do for the motorist.

In some instances the industry or someone dictating to the industry made the grave mistake of trying to evolve new designs, developing them, tooling up and manufacturing all in a hurry. It was possible to work up these new designs, but it was the wrong thing to do as was proved when the work was once started. The trucks our industry was making were the trucks which did the real work. Some of the designs brought out a year or more ago are still on paper, or at best the work of actual manufacture is just about to begin. The error of bringing out totally new designs was seen after a bit of fusing, and once the industry got busy making the engines, the trucks and the cars they already knew all about making, despite the fact they may not have been the very best, the production went through. It was volume that was needed, not new designs.

Production Methods Improved
I mention all this just to show that after the right course was set there was little opportunity left to do any

The Hot Spots

Makers have learned better production and manufacturing methods.

Development of regular products retarded because of war work.

Work now in progress will result in cutting of car weights to a startling degree.

Aluminum and pressed-steel will come in for greater use.

Metallurgical knowledge gained in war period will be reflected in the cars of the future.

Engine and chassis lubrication will be much improved.

Designs will be altered to lend themselves to the lighter constructions.

Fuel problem not so troublesome as imagined.

thing more than work hard to produce the required number, and in order to keep up high production schedules of regular products and make half a dozen other items besides, such as helmets and shells, and trailers, production methods had to be bettered.

One of the greatest lessons which will show in our 1920 cars is that of the metals of the car. The war has taught much about metals, much about heat treating them and machining them. There will be no question about getting the right metal in the right quantity in the right place. A lot that we thought we knew about certain alloys has been exploded. In talking about cylinder material to a prominent engineer I asked if it were not possible to produce a welded steel cylinder cheaply so that the practice might be used in the medium price cars. He said he did not doubt that it could be done, but that he didn't believe that there was anything better than cast iron for automobile engine cylinders and that cast iron never would be replaced as a cylinder metal.

It was rumored at the time when the Liberty engine was well in production that a new valve metal had been produced and that it overcame all valve troubles. Investigation showed that this so-called new metal was nothing more than tungsten steel which had been in use as a valve metal for many years past.

However, some very interesting manufacturing was brought to light at one time when the engine bearing situation needed attention. The Ford company had produced a bronze-backed babbitt bearing requiring no shims. This bearing and those of some other makers were tested and the results no doubt taught the makers a great deal about bearings.

Aluminum has had quite a bit to say during these past few years. Though it is known that a number of manufacturers have worked out aluminum engines with a view to lightening the chassis and getting better cooling, there seems no especial virtue in the former move unless the rest of the chassis is lightened accordingly. The aluminum engine certainly saves a hundred pounds or so of weight but I do not believe that there ever will be any great number of such engines in American chassis. What the maker must do is lighten the whole chassis.

Admittedly our chassis in general are too heavy. A certain few are enormously heavy as compared with others. That these cars must be so heavy is an admission of a waste of materials and inability to get riding comfort without that weight.

There is nothing new in this agitation toward a lightening of the chassis, but engineers are particularly fortunate at this time, because of the knowledge that can be drawn upon to make the work easier than it has been in the past.

Aluminum and pressed steel must come into greater vogue as chassis materials, and in addition to the greater use of lighter materials, the design must be altered to lend itself to lighter construction. The average seven-passenger car of today is highly inefficient when one considers the ratio of its load to its weight. The trouble is in many cases that the entire chassis will have to be redesigned and this most makers hesitate to do. It is supposed by a great many that the heavier cars ride easier than the lighter ones, but that is because of a misunderstanding of the fundamentals underlying easy riding. It is not a result of weight, though to be sure any very heavy car will ride easy. It is not meant that every light car is better than the heavy one—quite the contrary, but it is stated that the whole run of chassis are entirely too heavy and it has been shown it is possible to lighten them by many hundred pounds and get even better riding qualities. With the lightness comes better fuel economy, tires last longer, the engine need not be so big and powerful.

In order to obtain the desired lightness not only the larger parts of the chassis such as the axles, frame, engine, etc., but the small parts of these units must be attended to also. Pressed-steel and aluminum parts will further find their way into the chassis with the result that our cars of a few years from now will be on the

average some 500 to 700 pounds lighter.

The very first thought in the minds of some engineers working in this direction is to decrease the wheelbase and make a smaller car and by a closer study of the availability of space get the required room in the body and suitable body lines. If the subject is given proper thought it will be found that this is not entirely necessary. A large car, that is one of long wheelbase and large body does not necessarily have to weight more than a short car. The public demands a lot for its money and size always will be a desirable factor. There is a certain attachment for small vehicles by a certain class, but that class could readily be converted to the ideas of the others, if the large cars—equal to the largest of today—were as light in weight, as flexible and economical to operate as the smaller ones. This question of added room as here, inferred should not be construed as meaning that space should be wasted, for this is far from being the thought. If the designer can use the available space to the very best advantage, as is the case now in a few cars, then the chassis will be that much more lighter.

It may be set forth by some that this sort of work can be applied only where cost restrictions do not exist, hence it is useful only in the case of high price vehicles, but while that may be so at the moment it will not be the case a short time hence. We shall undoubtedly see the \$1,000 car and cheaper grades designed on this scientific basis at no greater cost than under the present methods.

If this idea is carried out, as undoubtedly it will, the engine of a few years ahead will be smaller in cubic capacity than the present ones and operate at slightly higher speed. The power output need not be so great as it is now for it is not so much a question of power as it is the proper utilization of that power. Performance is not a function of the engine alone. If the car is light enough then there is no need for a great deal of power to get the same results as one gets with the heavier car and larger engine.

Anyone who has watched automobile progress during the past few years and has kept in touch with the body situation has not failed to notice the remarkable rise to popularity of the open and convertible models. It has been said by a number of body men that within a few years the present type of open body with cape top will be dropped altogether and the new standard type will be a convertible. When one considers the matter, the convertible is undoubtedly the ideal type and the fact that it is not become the standard is due entirely to the greater cost over the open body. As the number of motorists grow, as production increases and the demand for the convertible becomes more strongly felt among the manufacturers we shall see our ordinary models unladen in the majority of cases.

It has been supposed that the fuel situation has been troubling engineers to some extent, but the truth of the matter is, it has caused them little concern. As the fuel gets poorer the engineer so designs his engine as to cause it to run hotter and thus handle the poorer fuel better. A number of prominent chief engineers when sounded out on the subject of kerosene equipment, all replied that they did not see any need of that present. One of the prominent engineers representing high opinion stated that if the time ever came, which he doubted, when a kerosene engine would be necessary he could work one up to be ready when the market was ripe. He dwelt somewhat on the shortage of kerosene and the fact that we seem to be getting along splendidly on the fuel we have now.

The carburetor makers undoubtedly will make changes in their devices as a result of study of carburetion in airplanes. One of the things they will work out is a means of starting on present fuel without the necessity of constant flooding. Some of our engines cannot be started in warm weather without a little trouble. The richness of the mixture adds to the hard carbon deposit which is really the troublesome sort as that from oil does not hold fast to the metal parts in the engine.

The fuel feed situation has not changed much. As it now stands the vacuum feed is used on about 86 percent of the chassis models. It is expected, however, that there will be many new designs of vacuum or auxiliary tank methods of feeding and at the same time we shall see some system designed to supersede these. The writer knows of one attempt at least to do this by the use of a fuel pump of new design. This is engine operated, is automatic in action and while it delivers fuel at a fixed pressure does not depend on an airtight fuel tank.

We are just beginning to understand the importance of proper engine operating temperature, and all the details of design bringing it about. The thermostat in the cooling water line is a promising piece of equipment. Two years ago it looked as though it would be taken up generally, but for some reason, perhaps the cost, there has not been such a decided trend toward it. This year there are fourteen cars fitted with thermostats which represent a substantial increase on a percentage basis, but as two years elapse the thermostat and hand-operated radiator shutters will be used in increasing number. At present the thermostat is used as a

means of controlling water flow or as a means of operating radiator shutters.

In the past many engineers have shunned what seemed to them to be useless changes of additions to the engine. The patent piston ring is one of these. There was a certain amount of prejudice against these very helpful rings, the engineer taking the attitude that they would not stop oil pumping and if the engine he worked up had such trouble (which usually it didn't) he would devise some means of overcoming it. The experience with engines of all sorts during the war period has taught some of these engineers (I have had them admit it to me) that some of the patent rings overcome troubles which could not be overcome in any other single way. This is not meant to say that all engines with ordinary diagonally split or step joint rings are oil pumpers but it does mean that thousands upon thousands of owners are experiencing a lot of petty troubles such as spark plug fouling, rapid carbonization, misfiring, smoking, etc., because too much oil gets into the combustion chamber. If the patent rings, properly fitted, will cure this trouble, or if the trouble can be obviated, then the factory should attend to it and not the car owner.

In the matter of ignition there is a group which imagines that the magneto might play a return engagement for passenger cars, but a study of the situation will at once disclose the almost hopeless task before it. The battery system has given a good account of itself for passenger cars and the magneto for trucks and there is no indication whatever of the magneto ever again getting a firm hold on our passenger cars, so long as it is necessary to have a battery for the starter. At the present writing magneto ignition can claim only sixteen percent of the chassis models while the remaining eighty-four percent use battery type ignition.

There is an interesting situation in cylinder castings. It is recognized of course that the block casting method, that is casting all cylinder together, is the best commercial method and now is practically

standard. Though the figures show that twenty-two percent of the chassis use castings other than the block, this figure is fictitiously high because it includes some eight and twelve wheel cylinders cast in two blocks of four or six each. Where four or five years ago practically all cars used cylinders belted to the crankcase, forty-six percent now have cylinders and crankcase cast integrally. In some designs it is not practical to do this, but there is no doubt about the goodness and simplicity of this construction which will become the standard in a year or so.

Whatever may be said against the detachable cylinder head, its good qualities are approved by so many makers that close to seventy percent of the chassis show this construction. This is a gain of nearly ten percent over a year ago.

There are a few other engine parts which are going to receive a great deal of attention in the immediate future. Two years ago there was a lot of talk about balanced crankshafts as though the use of balance weights on a shaft were something new. It happened to be a new application in one make of engine, but go sooner had this make made a great success than other makers began using balance weights on the engine crankshaft. This counter-balancing to maintain shaft alignment, reduce vibration, etc., now is employed in sixteen different engines and two chassis produced by one maker, Packard, have engines fitted with a vibration damper. This is a device mounted on the crankshaft's forward end and amounts to a shock absorber, preventing the shaft from vibrating. The question of balance will no doubt be taken up more in earnest and much good come from the experimentation.

The four-valve-per-cylinder engine has not come in for the admiration it merits. So far only one new maker, Pierce-Arrow, has taken up this idea, Stutz and White having used it last season. The situation in clutches has not changed the disc and plate combination, being by far the leaders with a following of seventy-four percent. The modern clutch is a fairly reliable part

of the power transmission system and being such it gets comparatively little attention with a view toward further development. To say that we are not going to see better clutches is wrong, but to say that it is going to take a long time at the present rate of progress is expressing it correctly.

The selective transmission is America's standard for passenger cars and in a sense we should feel ashamed of it. It is inefficient, noisy on the lower gears and after much use also on direct. If any part needs improvement certainly the transmission needs it. There is no reason why first and second speeds should be so noisy as they are. They can be made quiet at some expense, of course, by using wider gears and softer gears of better materials, as is done in some of the high price cars, but there is no doubt as ways of doing it without using the present design as a basis.

We shall see very shortly new designs of direct-on-all-speeds transmissions as the next step in the development of the selective type. We have heard a great deal about different forms of drives coming in to

supersede the selective, but to discard a standard design will take many years, so for the next five years at least we should not expect to see magnetic drives and other forms doing away with gearing, receive any hearty welcome from makers in general.

The number of makers employing Hotchkiss drive is about the same as before, the representation being over fifty percent of the chassis models. Rear axles and springs and wheels will get more attention than in the past, in fact the whole chassis excepting the engine will need the study and development that the engine received.

Before the war it looked as though wire and steel wheels were coming in very rapidly, and undoubtedly the cars of a year from now will have more of this equipment than prevailed before the war, but to imagine the wood wheel to pass out quietly when there is a good supply of hickory with which to make them, is wrong. Wood wheels will be obsolete when second growth hickory no longer is available for quantity production.

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America's Motor Industry Makes Great Record In War

Wide Scope Of Work Entered Into Will Furnish
Proud Tradition For The Automobile Trade

By H. P. Perry
(In Motor)

Some day the world in general, and the statesmen, legislators and others in public office in this country in particular, may give full credit to the automobile industry for the patriotic and effective part it has taken in the war now so auspiciously ended. The highest military and governmental personages in Europe have not stinted their recognition and praise of the part performed by motor trucks in the four years' campaigns, nor of the success of the Liberty airplane engine and of the vast scale on which the motor transport and airplane services were organized by the United States. Recently Earl Curzon, of the British War Cabinet, said that the war could not have been won if it had not been for the great fleets of motor trucks, and that the Allied cause had been floated to victory on a wave of oil. Senator Berenger, of France, said that it was a victory of automobiles over the railroads; that Germany expected to win through control of coal, but that the Allies won with oil.

The extent of the contribution of the automobile and motor truck industry to the cause of world freedom is not yet known. For three years before the United States entered the war, the American truck manufacturers supplied more than 40,000 motor trucks to the English, French and Russian Governments, and in the 12 months ended June 30 last, they contributed about 7,500 more. In the year and a half from the time the United States declared its participation in the conflict to the signing of the armistice, November 11, the truck and passenger car manufacturers of this country took on contracts to furnish the American army and navy with more than 200,000 trucks and ambulances and 35,000 passenger cars. More than half of these great numbers were completed when hostilities ceased, and as nearly as can be estimated upward of 55,000 trucks had been sent overseas, and nearly 10,000 were in use by the military establishment in this country. More than thirty companies supplied trucks to the army, but the largest numbers were furnished by Nash, White, Packard, Pierce-Arrow, General Motors Truck Four-Wheel-Drive, Dodge, and Ford.

engaged in building four-wheel-drive trucks. These were Four-Wheel-Drive, Hudson, National, Paige, Mitchell, Kiesel, Nash and Premier.

A slight idea of the tremendous effort involved in the filling of these contracts may be gained by inference from the fact that the total production of motor trucks in the United States in 1918 was calculated at 99,000, and in 1917 at 140,000. Production of trucks for civilian uses alone last year was but 109,500, as shown by actual reports of the manufacturers, and for the year 1918 it will be 182,000. At the call of the Government, the manufacturers sacrificed all or a large part of their domestic trade to provide trucks for the army and navy. Companies like Packard, Pierce, White, Locomobile, Ford, Four-Wheel-Drive and some others devoted all of their facilities to Government work and were obliged to decline to make sales even to most urgent civilian customers, including municipalities.

A phase of war work undertaken by the automobile industry that has appealed most to popular imagination was the creation of a great airplane service. Although this program has been the vortex of a storm of bitter charges and Presidential and Congressional investigation, the fact remains that the Liberty motor, conceived and designed by automotive engineers, has proved an unqualified success, and a great airplane industry has been created in this country by the automobile manufacturers, who alone possessed the machinery, labor and capacity to produce the requisite number of flying machines in time to serve the exigencies of the war.

Six big automobile companies and one company organized by automobile men especially for the purpose accepted orders for more than 50,000 twelve-cylinder and 16,000 eight-cylinder Liberty airplane engines, aggregating \$280,000,000 in value. These companies were Packard, Ford, Lincoln, Buick, Cadillac, Nordyke and Marmon and Willys-Overland. Before the war ended, the production of these engines reached a rate of nearly 5,000 a month.

Up to the time the armistice was signed, there had been produced in the United States a total of more than 31,000 airplane engines, and by next January the output would have

reached a rate of 3,000 per month.

Complete airplanes, except engines and certain other mechanical parts and instruments, were built by automobile and body companies, as Brewster and Co., Fisher Body Co. and the Rubey Company, while various airplane parts were being made by the Lewis Spring and Axle Co., C. R. Wilson Body Co. and Hayes-Landis Co. Large numbers of aviation spark plugs were made by Albert Champion and the A. O. Smith Co. and Hale and Kilborne were engaged in the manufacture of airplane bombs.

More than 25,000 passenger cars were delivered to the army and navy by the Ford, Dodge, Cadillac and other companies.

But trucks, passenger cars and aeroplanes were only a part of the products supplied by the automobile industry. Besides assuming by far the larger part of the great aeroplane program, the industry took on large contracts for a long list of military articles having little or no relation to their regular products. Contracts entered into by the passenger and commercial car manufacturers reached an aggregate value for more than \$1,000,000,000. This involved relinquishing the major part of their regular commercial work, since the total value of the output of motor vehicles during 1917 was \$1,500,000,000. During the three months before fighting ceased the passenger car makers were striving patriotically to liquidate their stocks of materials and parts for automobile manufacture and get on a 100 percent war basis, as requested by the War Industries Board. Without exception, the industry in general has observed carefully the pledges of co-operation given to the Government for conservation of iron, steel and other materials imperatively required by the army and navy.

Among the principal articles manufactured by the car and truck makers, in addition to aeroplane engines, planes and parts, were Eagle submarine chasers, tractors, trailers, ambulance bodies, tanks and tank parts, gun carriages, artillery wheels, gun recoil mechanisms, handling trucks and hand starters for seaplanes, naval gun mounts, industrial trucks for navy yards and shipbuilding plants, escort wagons and water carts, litters, 75 m.m. and 155 m.m. shell, depth bombs, aeroplane bombs, mine anchors, grenades, adapters for shell fuses, torpedo directors, balloon winches and numerous other articles.

As examples of the different kinds of work undertaken for the Government by well-known companies may be mentioned light trucks, ambulances, passenger automobiles, Eagle boats and Liberty engines by Ford; four-wheel-drive trucks, mine anchors and depth bombs by Paige; ambulance bodies, industrial trucks and handling trucks by Anderson; passenger cars, Liberty engines, gun carriages, shells and grenades by Willys-Overland; mine anchors, shell, gun carriages, tank links, artillery wheels, water carts and escort wagons by Studebaker; and naval gun mounts and depth bombs by Root and Van Dervoort. Portable lighting plants, searchlight trucks, tractors, trailers, tank parts,

balloon winches, litters, recoil mechanisms, naval gun mounts, depth bombs, handling trucks, etc., were manufactured for the Government by such companies as Autocar, Chandler, Cunningham, Dort, Dodge, Hupp, International Motor, Inter-State, Liberty, Locomobile, Lexington, Maxwell, Moon, McFarlan and Winton.

Many of the contracts accepted by the industry ran into millions of dollars, but involved extensive additions to and readjustment of plants and machinery, retraining of workmen to the new work and a general heavy increase of overhead expense, so that the prices at which the contracts were taken netted little or no profit in many cases. A great deal of the work was taken on as a matter of patriotic duty and with the object of keeping the plants in full operation and the organizations intact.

Plants engaged in the manufacture of motor vehicle parts and equipment also devoted a great part of their energies to helping to win the war. Toward the last nearly all of the capacity of the Continental, Wisconsin, Waukesha, and Buda engine factories, the Timken, Sheldon and Columbia axle companies were absorbed in filling army and navy orders. Goodyear, Goodrich and other tire companies were making dirigible and observation balloons and fabric for them, and also gas mask fabric. Truck and ambulance bodies, aeroplanes and aeroplane parts, portable lighting plants, trailers, torpedo directors, gun mounts, shell, trench helmets, bayonets, aeroplane engines and bombs, grenades, waterproof fabrics, hand starters for seaplanes, artillery wheels and numerous other articles were furnished by such companies as Providence Body Co., Auto Body Co., Hale and Kilbourn, Highland Body Co., H. H. Babcock Co., Fisher Body Co., Rubay Co., C. R. Wilson Body Co., Lewis Spring and Axle Co., Dyneto Electric Corp., Dayton Engineering Laboratories, Troy Trailer Co., Imperial Brass Mfg. Co., Savage Arms Co., Locomobile Foundry Co., Jackson, Church and Wilcox, Union Switch and Signal Co., A. O. Smith Co., Sparks-Wittington, Detroit Weatherproof Body Co., Kelsey Wheel Co. and others.

The automobile industry, as a whole, turned more quickly and wholeheartedly to active support of the war program than any other leading manufacturing industry devoted to peace products, with the exception of the iron and steel industry. It not only contributed to war work all of the facilities of its factories that could be utilized by the Government, but hundreds of its executives and engineers gave their personal services to the army and navy, the Aircraft Board, the Council of National Defense, the War Industries Board and other departments and bureaus in Washington. The work of Howard E. Coffin, C. C. Hanch, Henry B. Joy, Roy D. Chapin, Benjamin Briscoe, C. W. Nash, R. D. Walden, Colonel George and others stands out prominently. Mechanical, metallurgical, electrical and chemical engineers from the industry rendered highly important services to their country. Pilots and observers for the aeroplane service were drawn to a large extent from the automobile field, including the leading American ace, Eddie Rickenbacker. Many thousands of truck drivers and

repair men for the motor Transport Corps were recruited from the automobile and motor truck factories, service stations, dealers' establishments and repair shops.

The specialized mechanical knowledge and skill of the personnel of the industry proved of invaluable worth in this war of motors, while the unequalled equipment with the most up-to-date machinery and the enormous capacity of the automobile plants of America rendered them better fitted than any other industry to fill the widely differing requirements of modern warfare. As the third largest manufacturing industry of the country, it became the backbone and chief reliance of the nation in its time of greatest stress. To what extent its efforts and sacrifices will receive public appreciation and recognition remains to be seen. It asks nothing save just treatment. It has borne more than its equitable share of taxation for war expenses, accepted heavy curtailment of its regular output and was shut out of its best foreign markets by embargoes and lack of shipping.

Now that restrictions on materials, production and exports have been removed, the industry is working with every energy to readjust itself to its former peace basis. Because of the extent to which it engaged in war work, this is a tremendous task and will take time to accomplish. It is hard to be expected that it can be completed and the industry gotten into full production before the middle of 1919. But once again in high speed forward, no doubt exists that it will grow to greater magnitude than ever and that the experiences gained in the war will give it increased confidence and result in many improvements in both passenger cars and motor trucks.

RICKENBACKER COMES HOME

Motor Racer Who Became Ace Returns To States

New York, January 12.—Captain E. V. Rickenbacker, one of America's greatest automobile race drivers and Pershing's leading ace, who brought down twenty-six German airplanes, sails from Liverpool on January 14 for New York, where a rousing reception awaits him at the hands of his motoring friends. They are preparing a banquet to do honor to the man who is regarded as motordom's hero.

News of the proposed sailing comes along with the enbled acceptance of Captain Rickenbacker to be the guest of honor at a banquet to be given him by the Contest Board of the American Automobile Association. Columbus, Ohio, his home town, Chicago and Detroit, also are clamoring for him to attend banquets. Captain Rickenbacker will be met at the dock by a reception committee, headed by Richard Kennerdell, chairman of the Contest Board of the American Automobile Association.

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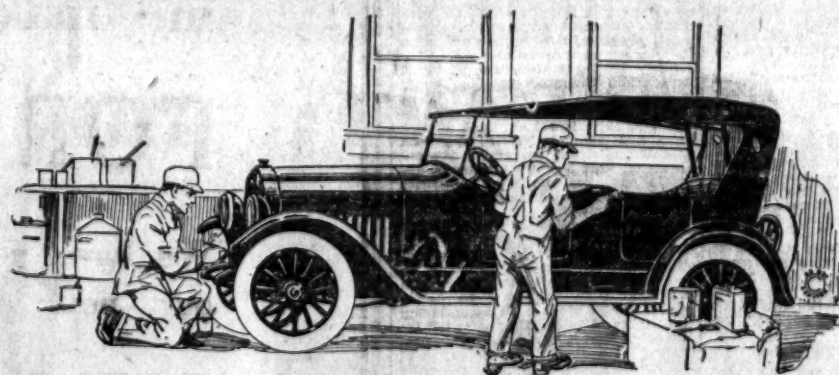
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The Year Just Ended In U.S. Motor Industry

By Alfred Reeves
(In Motor)

THE HIGH SPOTS

Automobile manufacturers agree to fifty percent reduction in output. Automobile industry advised by government to get on 100 percent war work basis by January 1, 1919. Rubber imports cut 37 1/2 percent. Tire production cut 50 percent. Automotive Products Section of the War Industries Board formed in Washington with C. C. Hanch at its head. National Automobile Chamber of Commerce calls off the national shows in New York and Chicago. Tractor industry cut to 75 percent production for 1919. Gasolineless Sundays ordered by the Fuel Administrator for all territory east of the Mississippi River. Announcement of the government's tire standardization scheme, under which pneumatic and solid tires are to be reduced to a certain number of standard sizes. Liberty motor production reaches 1,000 per week.

It has been customary for the past few years to have any chronicle of a year's happenings in the automobile industry by remarking that "while the year just past has been devoid of startling innovations or anything favoring of revolution within the industry, it has been a period of quiet development and solid progress." Not only has the industry been quiet, but the automobile industry's year 1918 began his bewildering story. If there is any adjective that cannot be used in connection with the happenings of the last twelve months in the automobile industry, it is "quiet." Scarcely a day has passed in all that time that has not brought with it some surprise. Bombardment has followed torpedo, until the members of the industry have rather arrived at the condition of the resigned rooster, who shuts his eyes with a sigh of resignation and waits for the axe to descend. However, in the coming years of peace and plenty, it may not be without interest to have a record of this cyclonic period, when the motor car industry went to war in the very van of the industrial army of the American democracy. Let us see what we can pick out from the tangled skein.

An Industrial Romance

Chronological data is generally dry, but the scheduling of the 1918 happenings in the automobile industry supplies a veritable romance, for in the war the automobile industry has been a commanding figure, changing as if by magic from supplying the peace-needed motor cars and motor trucks to the war-needed airplane motors, tanks, tractors and all other things which contributed to victory to a struggle which must be recorded as a war of motors.

As showing the flexibility of the industry and the loyalty of its leaders, it is worth noting that by continued curtailment, passenger car production came down from 1,718,000 in 1917 to 438,000 in 1918. More than a billion dollars worth of war orders were taken, to the exclusion of passenger car manufacture, including Liberty motors for airplanes, motor trucks, cars, trailers, tanks, ambulances, shells, mine anchors, submarine chasers, steel helmets and other articles, many of which were in no way related to the motor vehicle industry and required factory conversion in many ways.

The automobile industry contributed important personnel to the military program, including hundreds of mechanical engineers, metallurgists, chemical engineers and production managers, thousands of chauffeurs and repairmen, while even in aviation the personnel was drawn largely from the automobile industry, including the leading American ace, Edward Rickenbacker, who was a prominent automobile racing man. This giant industry which went from a peace to a war basis is now being reconverted with such speed as the securing of materials will permit, but at least six months will pass before the automobile industry can be near its pre-war production basis.

Auto Industry First To Fight

It is difficult to pick any one event and say it was the most important development of the year in the industry. Most changes came gradually through processes of evolution. It may be stated definitely, however, that because of its great personnel, great productive facilities and army of scientific men, the government officials, upon the declaration of war,

turned immediately to the automobile industry for help.

Knowing that steel would be difficult to obtain, because of its need for the war, and so as not to interfere with the war program, the industry as a first suggestion agreed early in the year to cut their manufacturing schedules 20 percent and later, as a result of a meeting in August, the industry voluntarily agreed to make a cut of 50 percent a decision that was endorsed by the War Industries Board, to continue until December 31, at that time the Board went to the far side to say that the safety of the big organizations in the industry could be best ensured by their being on 100 percent war work by the end of 1918, all of which contributed to the substantial slowing down of passenger car production. Hudson, Packard, Franklin, Ford, Pierce and other makers announced that they would stop production of passenger cars by January 1, or as soon as materials were used up, and everything was headed for increasing production of war materials.

With the signing of the armistice, the War Industries Board immediately advocated an increased production of passenger cars, authorizing the securing of materials up to a 75 percent basis, and later removing restrictions and priorities of all kinds.

Trucks Recognized As Essential

As a result of a presentation made by the Motor Truck Committee of the National Automobile Chamber of Commerce, before the Priorities Division in Washington, it was recognized that the motor truck industry was an essential, with an increasing demand as evidenced by the record-breaking first half of 1918. The industry was granted a rating as an industrial essential producer, but because of the steel shortage, makers signed a pledge not to sell trucks except for essential uses and not to use steel in excess of the number of trucks allotted by the War Industries Board, which was one-third of the production during the eighteen months prior to July 1.

In the tire field the first bombshell arrived in May, when the War Industries Board announced a cut of 37 1/2 percent in the importation of rubber, with the tire makers agreeing to a 50 percent cut in tire production. A Rubber Section was established in connection with the Board, under the chairmanship of Harry T. Dunn, chairman of the Pisk Rubber Company.

Products Section Established

In June, the War Industries Board's invitation to C. C. Hanch, treasurer of the Studebaker Corporation, to head the Automotive Products Section in Washington was accepted, and a very valuable addition to the Board's work was established and handled by Mr. Hanch working with the War Service Committee of the National Automobile Chamber of Commerce, of which Hugh Chalmers was chairman, and with the Motor and Accessories Manufacturers Committee, of which A. W. Copland was chairman.

In addition, the National Automobile Chamber of Commerce established at its Washington office a Bureau of Engineering and Production, in charge of C. L. Halladay, which co-operated with the various Governmental Departments in obtaining sources of supply for war materials, and doing such other things as would hasten the war program and keep the automobile industry in balance. There was established also a National Motor Truck Committee, of which George M. Graham of the Pierce-Arrow Co. was chairman, which co-operated with the Government officials in the general truck program, both as to production for civilian as well as for war use.

Early in September, the National Automobile Chamber of Commerce, with a view to conserving labor, materials and transportation, officially called off their National Shows at New York and Chicago, which had been held for nineteen successive years—an action that brought a letter of appreciation from the War Industries Board, which ruled similarly on all industrial shows.

After the signing of the armistice the War Industries Board promptly withdrew their objection to industrial shows, but the manufacturers, by an overwhelming vote at the meeting in Washington on November 18, decided not to hold their exhibitions during the winter of 1919, being actuated by the belief that it would not be possible to present a display representative of the industry and to properly celebrate the victory in which it had so prominently a part.

On September 28 came an announcement from the War Board that the tractor industry in 1918 could look for but seventy-five percent of the steel consumed last year. This curtailment of an industry that produces machines 100 percent utilitarian ind-

icates the situation in the steel industry. This was raised to 87 1/2 percent after the armistice was signed.

And so we come back always to the simple proposition that not the progress but the actual existence of all industries was dependent on the condition of the steel industry. The war industries had to be fed before the claims of any other business were even examined. Then came an alleviation of the steel shortage. The steel manufacturers had been dignified with essential rating, in all its several variations of importance. If after that there was still a quantity of steel in hand, it was available for the needs of non-war industries. The steel manufacturers were doing their best to increase their output. In October it was announced that steel production had reached the record mark of 48,000,000 tons per year. But demands had been even swifter in mounting, so that there was still a wide discrepancy between what was needed and what was available. A major portion of all steel was needed for munitions and ships.

The 'Gasless' Sunday

The question of motor fuel has always consisted of a series of crises. Not a year passes that we do not have the old familiar "gasoline shortage" scare. Our petroleum production has for years been just sufficient to keep somewhere near the demands, it has always been a tight fit. With our entrance into the war this situation at once developed a new angle. To ordinary fuel consumption was added a tremendous military consumption, which grew by leaps and bounds. By midsummer we had reached a point where civilian consumption had to be reduced in order to keep our necessary military consumption uncurtailed. The Fuel Administrator hit on the scheme of calling for gasless Sundays "until further notice." The immediate answer is now a part of history. To the simple request the people of the eastern section of the country, which was affected, replied with enthusiasm and not a motor car wheel turned, except those engaged in essential occupations, such as doctors. The sav-

ing effected was 10,000,000 gallons of fuel per day, and, on October 19, the crisis having been met, gasolineless Sunday was declared off. This sudden drastic order or request had served its purpose, which was to save a certain amount of motor fuel instantly. Perhaps no other way of handling the matter would have overcome the acute shortage on the eastern seaboard.

Steps looking toward the conservation of labor were early taken by the motor vehicle industry, the National Automobile Dealers' Association fostering the movement with all the means at its power. In this connection night and Sunday repair work was discontinued and the attempt all along the line was to make the individual owner attend to his own minor repairs and adjustments. Many of our prominent car owners have learned, during the past several months, strange and interesting things regarding the internal economies of their cars, and so much richer will American motordom be for the experience of these emergency war times.

Another situation which the automobile industry faced all through the year was in the labor field. In competition with other American manufacturing business, the automobile industry suffered through the draft. There was, moreover, a call for 50,000 skilled automobile mechanics and drivers in the military, Red Cross and other fields. This demand exerted no inconsiderable effect on the operations of the automobile industry.

In 1917 the automobile industry had experienced the delights of production taxation in the three percent levy, which had to be passed on to the buyer. With the coming of 1918 there began to be talk of higher rates of taxation, some of the ideas on the subject being extremely radical, and likely, if adopted, to exercise an injurious effect on the industry. After long deliberation, however, the Senate Finance Committee eliminated the tax on owners and proposed five percent on the sales of parts and cars by the manufacturer. The proposed tax of two cents a gallon on gasoline, to

which there had been no opposition, was taken off.

Contribution Toward Victory

So far we have dealt exclusively with the negative side of the automobile industry during the past year. We have examined briefly the series of blows under which it has staggered, though it is still in the ring and fighting hard. Now let us see what the positive contribution of the industry has been to the American effort to win the world war.

To begin with, the industry supplied a special military motor truck which met the Government demand for a vehicle of the heavy type for use in the Quartermaster's Corps. As early as January 14, 1918, the first class B army trucks were completed by the Sterling, Republic and Gram companies.

The Liberty airplane engine, after a stormy childhood, has blossomed into one of the big, important contributions toward winning the war. The French and British governments took all of these engines that our automobile industry could turn out and quantity production had reached almost 1,000 motors a week by November.

In the production of general armament and munitions no other industry equaled the automobile manufacturing business. There were few passenger car factories not engaged in some sort of munition manufacture. More than eighty factories in the N.A.C.C. made war materials during 1918. Another contribution to the wartime activities of the country in which the industry can at least claim a part was the Highway Transport Committee, with Roy D. Chapin as chairman. In fostering highway improvement that tends to link up through routes, in keeping the roads open for 365 days a year operation of motor trucks, in establishing rural motor express lines and developing the return loads idea, this committee accomplished a remarkable amount of valuable work, the good effects of which we will enjoy now and in the future.

In this connection we may note that

road building was practically stopped for the duration of the war, except in cases where the highway to be constructed contributed directly to war-making needs. All this is now changed.

Racing Suspended

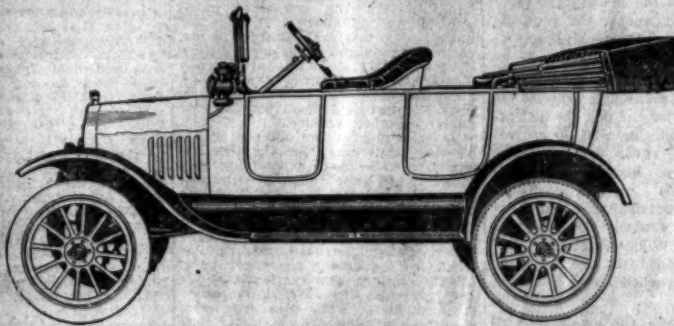
Automobile racing finally ceased "for the duration." In 1917 the American Automobile Association announced its withdrawal from racing activity for the rest of the war and this action brought forth the unsolicited praise of President Wilson. Later on, however, it appeared that the government authorities had no power permitting them to forbid racing and certain promoters plucked up courage to begin staging meets at the various speedways and the "Three A's" persevere had to resume control of the sport. While these meets were moderately successful, there was a very general feeling that the sport should stop and this was definitely done. We abolished the thrills of the big wooden bowls, but now we have reason to look forward to such sport as has never before been enjoyed.

No chronicle of the year would be complete without some consideration of the tire standardization in both pneumatics and solids, which it has taken a world war to bring about but which will be an unquestioned benefit to the industry for all time to come. The innumerable sizes of former days have been cut to seven standard sizes in the pneumatic field, each size providing the oversize casing for the one below it. Not only will this simplify the processes of manufacture, but the dealer will benefit by the reduction in the number of casings that it will be necessary to carry. The car owner will benefit by the certainty of always being able to get the size he needs, no matter in what part of the wilderness he may be stranded. Substantial reductions were also made in the number of solid tire sizes.

Motor Users To Increase

The robe of the prophet is always

a dangerous garment to don, but I venture to remark that the war has made for a greater appreciation of the automobile and the automobile industry. Moreover, there will be a great increase in the army of motor vehicle users as a direct result of the war. To begin with, the draft took many of our youthful drivers, which resulted in the women of the family learning to operate the car. Many of these are not going to be content to be relegated to the tonneau after the war. Then, again, among our boys abroad thousands have learned to operate motor vehicles of various classes. They are now prospective buyers of motor cars, each according to his pocketbook. In fact, I believe it is scarcely too much to say that as a result of the war the number of motor vehicle drivers has almost doubled. Surely this opens a great new sales field to our energetic manufacturers for after-war tillage. With new business thus forming and with speeding up necessary to replace motor vehicles that are wearing out in service, we are justified in looking for the most prosperous and active period in the whole wonderful history of the automobile industry. With more than 5,500,000 cars registered and in use now, one need not hesitate to predict at least 10,000,000 motor vehicles running in America within a few years, and with the countries of the world knocking at our doors for the products, wonderful in quality and price, which our makers, with their skilled labor and ingenious automatic machinery, can so well supply.



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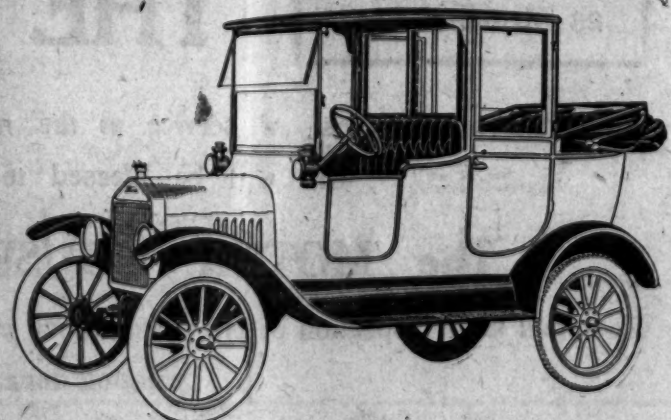
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PISTON RINGS MAY CAUSE LOSS OF ENGINE POWER

Owners Should Give Them More Attention And Avoid Lagging Motor

"Few people appreciate the value of well fitted piston rings," says William H. Stewart, Jr., president of the Stewart Automobile School. "Yet many an engine is struggling along, with considerable loss of power due to faulty rings. Occasionally this is combined with other defects in the engine, but in the majority of cases the fault is entirely in the rings."

"The function of a piston ring is to make the piston gas tight. On account of the extreme heat to which the head of the piston is subjected it expands freely. This is due to the flame from the explosion playing upon it during the entire length of the power stroke. This flame may vary in temperature from 2,000 to 3,000 degrees Fahrenheit, which causes a considerable expansion of the piston. The cylinder does not get as hot as this because the water jacket keeps the temperature down below a point where the oil will be affected. So the piston expands more than the cylinder and consequently must be enough smaller so as not to seize it, i.e. it must not grow large enough to stick in the cylinder."

"From the above it will be seen that the rings are necessary to fill the space between the piston and the cylinder walls. They prevent the compressed gas from escaping past the piston and so wasting the force of the explosion, which should exert its entire force on the piston to produce the power necessary to drive the engine. We see from that the piston rings are extremely useful on the compression and power strokes, but their utility on the suction stroke is just as great. On this stroke the fresh mixture of gasoline vapor and air is sucked in from the carburetor. If the rings are not a perfect fit on the cylinder walls are scored a certain quantity of foul gas will be drawn up from the crank case, carrying an excess of oil with it. The oil will cause the cylinder to carbonize, giving a long train of troubles, and the foul gas will prevent enough fresh mixture being drawn in to give a powerful explosion. The foul gas in the crank case is due to the leakage of the burning mixture past the piston during the power stroke. This stays in the crank case waiting to be drawn up again."

"Another serious trouble is leakage of liquid gasoline past the rings where they are not properly fitted. Under normal working conditions there should be a properly vaporized mixture in the combustion space. But the present low grade gasoline is difficult to vaporize, especially when the engine is cold or the hot air intake to the carburetor does not properly heat the incoming air. Liquid gasoline is forced down past the pistons, falling to the oil base, where it mixes with the oil."

OVERLAND AGAIN BUSY WITH CAR PRODUCTION

War Work Over, Company's Program Aims At Daily Output Of 300 Machines

From automobile to gun carriages and back to automobiles again is characteristic of the year's work of the Willys-Overland Company in 1918. When millions of men were put into the field, Uncle Sam became the greatest individual buyer in the world. Naturally he turned to the automobile industry for a large amount of necessary materials.

The Willys-Overland Company and Allied plants, being one of the largest manufacturing concerns in the country, quickly responded by making the necessary changes to get into this mammoth production program. At the signing of the armistice they were engaged in rapidly completing contracts amounting to \$30,000,000, requiring almost 100 percent of their production. A month afterward they were again turning out motor cars in fair quantities.

The contracts for the United States and Allied Governments included Curtiss training plane motors, French 75 millimeter gun carriages, machine 8 inch shells, Liberty 8 and 12 cylinder motors, Mark III adaptors and lifting plugs for shells, Sunbeam airplane motors and other munitions.

By the middle of December, 1917, the company was well into production on an immense amount of contracts and this in spite of the fact that 5,500 men, comprising about one-third of the skilled mechanics employed had been called into the army. This was overcome by the great number of patriotic women, many of whom had members of their families at the front who offered their service to make up the depleted labor supply. It was found that these women were careful, painstaking and accurate and proved valuable on some of the lighter assembly and inspection work.

In the executive offices 175 employees or approximately 18 percent were called to the colors. In spite of the many obstacles encountered in erecting new buildings, changing over old equipment and getting into new production requiring entirely different processes in the short period of the war, the Willys-Overland had concluded approximately 42 percent of their war contracts and had built 100,000 cars in strict adherence to the Government's allowances and materials.

At the present time Willys-Overland officials predict a return to a larger production of automobiles as rapidly as labor and material conditions will permit. It is stated that by shortly after January 1 the company will have reached a production of 300 cars per day.

Road Improvement Question Comes Before U. S. Congress

Washington, D. C., January 11.—Senator John H. Bankhead, chairman of the Committee on Post Offices and Post Roads, to which all highways legislation in the upper branch of Congress is referred, in commenting upon bills now pending recently made a strong plea for roads at home.

"The war showed what the national strength could accomplish in the swift construction of rapid transit highways and the use thereon of rapid transit vehicles," he said. "The nation trained its Engineer Corps and sent them to Europe equipped for the quick construction of roads. The part which the United States took in the decisive campaign was rendered possible by the use of automobiles and motor trucks over rapid transit highways."

"Now that the war is over the question arises, are not highways as vitally important for the conduct of peace as they were for the conduct of war? With half the world going to bed hungry every night and millions doomed to starvation, is not the swift construction of the highway to the acre that produces as urgent a necessity as were the roads in the battle zone? And if the need is as urgent, should the nation slacken its effort or permit its road building equipment to be sold or dissipated? Should it not rather increase its efforts in this direction and proceed with the construction of highways at home on a scale commensurate with the importance and urgency of the need?"

"It is for the Congress of the United States to answer these questions. Measures are pending designed to meet the situation, three of which are as follows:

"1. Joint resolution 200, authorizing the transfer from the War Department to the Department of Agriculture of all available disposable and suitable war material for distribution to the highway departments of the several States for use on the highways."

"2. Senate bill 5,088, increasing the present unexpended appropriation of about \$60,000,000 for road purposes by the addition of \$125,000,000 for expenditures to June, 1920, and \$100,000,000 a year thereafter for four years. It is also proposed to increase the appropriation for national forest roads of \$1,000,000 a year on the present ten year road building program by a sum sufficient to construct 17,000 miles of forest road, which the Government has already planned and which are necessary in order to utilize the vast resources of the national forests. The estimated cost of these roads is \$50,000,000. Amendments to the present road act freeing it from

undesirable limitations are also planned, one of which will enable the Government to construct at its own cost links in important highways which could not otherwise be constructed."

"3. House bill 13,303, carries an appropriation of \$1,000,000 for an extension of the motor truck parcel post service. This is an increase from the \$300,000 provided in the last Post Office appropriation bill, which also authorized the War Department to transfer to the Post Office Department motor trucks for which it had no further use. Under last year's appropriation twenty-seven motor truck routes were established, all but one of which were operated east of the Mississippi River. The results even in the initial stage are such as to warrant an increase in the number of routes and their extension to the trans-Mississippi region, where rail and water facilities of transportation are altogether inadequate. The proposed transfer of 10,000 motor trucks from the War Department to the Post Office Department renders it possible to make a great extension of this service at a minimum cost. It is proposed to increase the appropriation for this service to \$10,000,000. To store these trucks would cost \$600,000 a year. To dump on the market would be disastrous. To turn them loose to aid agriculture in the movement of farm products to the consumer would be statesmanship."

"Senate bill 5,988 has the approval of President Wilson and Secretaries Houston and Baker. The proposition not to lessen the national endeavor in road construction, now that peace has come, but merely to

transfer the scene of action from Europe to the homeland is but the response to a universal demand. The public rejoices to see the trophies of war now being brought back from Europe. Equally popular will be the sight of machines that built the United States road to the Rhine at work building connecting highways from Canada to the southern boundary and from the Atlantic to the Pacific through every State in the Union."

FIAT BUILT 50,000 CARS FOR ALLIES' USE IN WAR

Production Reaches Height Of 176 Vehicles In One Day During December, 1917

With the armistice, not a little information to which the censor formerly objected now becomes available for publication. While the war was in progress, for instance, it was forbidden to give the actual output of the motor car factories supplying material to the armies; indeed, in some cases it was an offense to state what kind of material was being supplied to the forces.

This restriction having been removed, the Fiat Company has made a statement of the actual number of cars and lorries it has supplied for army use. In 1914, Italy then being neutral, not more than 500 motor vehicles were supplied for army use. Between January 1, 1915, and October 30, 1918, the number of cars and lorries built for the Allied armies totaled 50,000. Of this

number 30,000 went to the Italian army, 15,000 to the French army, and 5,000 were divided among the American, British and Portuguese armies.

The record monthly output was 2,023 during October, 1917, this being an average of 75 motor vehicles per working day. This daily record was considerably exceeded later when, the Italian Government having requested the factories to speed up to their utmost limits, in order to make good the material lost in the Caporetto disaster, the Fiat factory succeeded in attaining the wonderful record of 176 motor vehicles (the majority of these were lorries) produced during the working hours of December 31, 1917. It is believed that this is the largest number of vehicles produced by any European factory in one day. It has to be taken into consideration, too, that the Fiat cars and lorries are produced entirely in the Company's works, only the tires being produced from outside. This record output was attained without interfering with the normal production of aeroplanes and aeroplane engines.

So vigorous was the response of the Italian factories that all the material lost in the disasters of October, 1917, had been replaced by the following summer, and in October of this year the Italian and Allied armies in Italy were able to attack again and secure 400,000 prisoners and 6,100 guns. As an indication of the importance which the Italian command attached to motor transportation, it is permitted to state now that it was decided by General Diaz, immediately after the Caporetto defeat, to create a reserve of tens of thousands of motor vehicles, in order, when the next attack was

launched, to be able to move his entire force by motor lorry into Austria. It was realized that when another attack was made the Italian army would be unable to count on the use of any railroads, once enemy territory was entered, and that in consequence the entire army would have to move by motor lorry.

It is not known whether the great reserve fleet of lorries was actually secured, but in any case General Diaz considered, the less than twelve months after the greatest defeat the Allies had suffered, that his forces were prepared to begin a movement which depended extensively on motor vehicles for its success, and which fortunately proved to be a victory all along the line.

NEW KING MANAGER

W. R. Vogeler, Of Export Division, Made General New York Head

W. R. Vogeler has been appointed general manager of the King Car Corporation of New York, to take the place of E. A. Scheu, who left for Detroit to become general sales manager of the King Motor Car Company at the factory.

Mr. Vogeler is no newcomer to Automobile Row, as he has been for the last six years export manager of the King Motor Car Company. He will continue to act as export manager and his office are combined with those of the King Car Corporation of New York at 1870 Broadway.

Studebaker

The New BIG-SIX

Beautiful in Design
Thoroughly Modern
Mechanically Right

Note the harmonious design of body, fenders, radiator, lamps, and general outline of this New Studebaker Big Six!

See how gracefully the curves of each are blended. Few indeed are the cars which match it in appearance, or in which the modern bevel-edge body (originated by Studebaker) has been so perfectly developed.

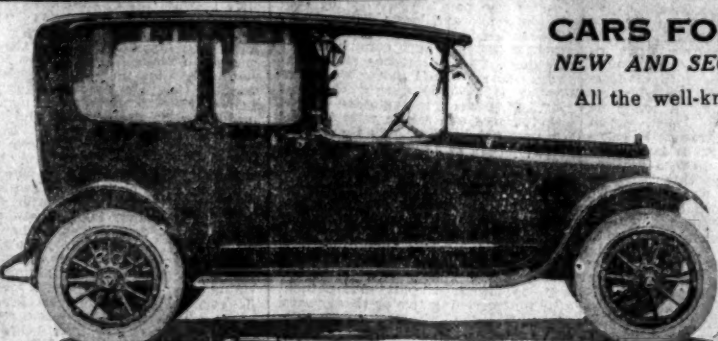
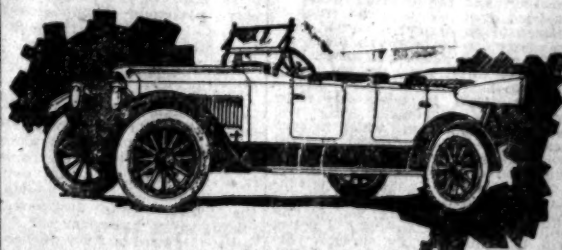
Its power-resources are marvelous. Its "touring range" is ample for ordinary driving; its "emergency range" gives express train speed and power. Yet this is really an economical car to run. Even its tire-economy is notable.

Its stamina has been proven by 40,000 miles of driving under the severest conditions. Its finish, equipment and appointments are of the highest quality.

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Any motor-car owner who drives or rides in an uninsured car is guilty, of wilful negligence. Not to the same extent, of course, as if he ran a car without brakes—but he's guilty, nevertheless, of neglect of his own interests.

A car without brakes is unsafe—dangerous for you and dangerous for those about you. A car without insurance is dangerous to you. Our policies protect you from personal and damage liability.

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Lubrication The Only Care Which Rear Axle Requires

But That Care Is Important; Expert Gives Explanation Regarding Propulsion And Differential Drive

By Merle Shepard

Considering the constant duty of the rear axle it requires but little attention. That little attention, however, should be given it or the car or truck owner will some day find himself confronted by an unexpected axle breakdown, or the necessity of an axle repair which a little care might have avoided.

The entire care of the rear axle can be summed up in one word, that is lubrication. With proper lubrication the rear axle is designed to, and will, last the life of a car or a truck. Without lubrication it will last a remarkably long time but eventually is sure to go to pieces, and when it does, the car is at a standstill until a repair or replacement has been made.

The rear axle has to do two things, and both of these require an exceptional degree of strength and trustworthiness in order that the function be properly performed with the desirable quality of durability. In the first place, the axle must take the center line drive on the car and bring it transversely to the two rear wheels, and in the second place it must also under general conditions take care of the differential functions. The rear axle housing, therefore, is a two-in-one proposition containing the bevel or worm gear drive, which effects the transfer from the longitudinal to the transverse direction, and also includes the differential gearing, which is necessary to allow one wheel to run faster than the other when turning a curve.

Study Sectional View

It will be noticed that the drive from the propeller shaft is transmitted through a small bevel gear pinion to a large bevel gear, known very often as the ring gear. This in turn transmits the drive to the differential housing which encloses the train of bevel gears making up the differential.

Then the truck of car is traveling on a straight piece of road the differential housing rotates solidly, carrying the axle drive shaft around with it as a unit. When a curve is reached, however, and the steering wheel is changed over so that the truck is obliged to go around a corner, it is necessary for the wheel on the inside of the curve to rotate at a slower rate than the wheel on the outside in order to have a true rotary motion on both. This is taken care of by having one differential gear run faster than another, which in turn permits one axle shaft and also the wheel to run faster or slower than the wheel on the other side.

With these actions going on continuously it means that the gears are under constant wearing stress, and unless they are plentifully supplied with lubricant they are sure to wear and eventually become noisy. If lubrication is seriously neglected, so that the gears are running dry, the teeth will finally wear and chip and

the bearings become so much out of line that finally breakage will result. Careful Lubrication Needed

On the other hand, careful attention as regards lubrication will permit the rear axle to outlast the rest of the truck or car, as they are generally designed very substantially and with a large margin of safety.

About every 1,500 or 2,000 miles the top plug in the differential housing should be removed and the case should be filled with kerosene. This should be allowed to stand for a short time and then the bottom plug of the differential case should be removed, allowing the kerosene to flush the old lubricating material out of the casing. When all of the kerosene and the lubricant that has been cut away has been allowed to drop out of the casing the bottom plug should be replaced and the proper amount of lubricant again put in the housing to take care of the gears.

It should be a matter of care that too much lubricant is not put in the case. There are some cases which have the lubricant plug set at the proper height so that they cannot be filled above the correct point. Others have not and for those which have not this provision it may be stated that the level of the oil should not be above the bottom of the differential pinion. This will prevent the grease from working its way out along the axle shaft to the brake and thence to the spokes of the wheel, where, as all experienced motorists know, it will soon be thrown in an unsightly mass, not to mention the fact that the brakes are rendered almost worthless by the large accumulation of oil which gathers upon their surfaces, preventing any frictional grip.

PRESIDENT USES CADILLAC

Drives Over Paris Boulevards In American Army Car

Photographs just received from France show President Wilson bowing to cheering Parisian crowds as he is about to start in a Cadillac car for a drive in the boulevards.

The car is one of the standard seven passenger Cadillacs furnished to the army, and on its door bears the official army designation, U. S. 14,759. The driver is an American soldier.

The fact that the President rides in a Cadillac while in Europe on his peace mission is particularly interesting, in view of the part played by the Cadillac on the battlefronts and in all the American army activities in France. It is well known that the Cadillac was designated the official seven passenger car for the army. Upward of 2,000 of these cars were furnished to the army, and they were standard throughout except for a few minor details.

Moderately Priced Airplane Appears At Last On Broadway

New York, January 5.—Displayed in a window of Willis-Overland, Inc., at Broadway and Fifth Street, is one of the cross-country biplanes recently perfected by the Aircraft Engineering Corporation of New York and manufactured here.

Its graceful lines, expert design and sturdy though light construction, which embodies the best aero-engineering experience, have made "The Ace" the center of attraction in the automobile and theater district. Thousands of persons—3,000 in one day—have inspected it indoors at close range and have expressed their admiration freely.

One of the remarkable features about "The Ace" is its price, which has been set at \$2,500, the cost of an automobile in the medium price field. This price brings it within reach of a class of purchasers heretofore barred by price consideration from even dreaming of buying an airplane.

Safety Of Its Type

"The Ace" is a single passenger biplane with ample luggage room. It is designed solely for cross-country flying and is believed to be the safest airplane of its type in existence. This is due largely to the fact that its landing speed is only thirty-five miles an hour, which is considerably lower than the speed required for controlled landings of other airplanes, many of which have a minimum landing speed of forty-five or more miles an hour.

Its four cylinder engine is guaranteed to drive "The Ace" at sixty-five miles an hour. The engine was designed especially for this plane and has proved in repeated and lengthy tests to be efficient and reliable and adequate to meet fully every demand made upon it.

This engine uses only four gallons of gasoline an hour, and with standard equipment carries enough fuel for two and a half hours sustained flight. It is of the water-cooled, overhead rocker, 16 valve type, with cylinders 4 1/2 x 4 1/2 inches. It is mounted in an aluminum block. It has pressure feed, Atwater-Kent ignition and Zenith carburetor.

This biplane's wing spread is only 23 1/2 feet, and was kept within these dimensions so as to make possible landings in and starts from stretches of country roads that are free from trees. In many parts of the country in which "The Ace" is expected to win popularity these road conditions, which obviate the necessity for regular aviation fields, for "The Ace" owner, are usual. The fuselage is 16 1/2 feet long.

Horace Keane, head of the well known school of flight of the same name in Long Island, is one of the executives of the Aircraft Engineering Corporation of New York, which is headed by William Fahnestock and has ample financial backing. Purchasers will be trained at the Horace Keane School.

Making America Heed Safety First

(From Motor)

It is many years now since a distinguished traveler in this land of the free, remarked that "nothing is cheap in your country except Scotch whisky and human life." Certainly the former condition no longer exists and by slow degrees we are altering the latter, but the indictment was undoubtedly true at the time of utterance. In the hazards of redeeming a primeval continent to civilization, there grew into the very fiber of our national psychology a temperamental indifference to death, which amounted in the aggregate to carelessness of human life. It has taken a world war to bring us to a realization of the value of this infinitely precious human life, but happily we are fully awake and are beginning to take due thought to the problem of stopping needless wastes of man power.

In the final analysis it is man power that wins wars; it is man power that makes nations great in peaceful endeavor. Other things contribute to these ends, but even so the very contributing factors are produced by man power. It was the waning of French man power that finally brought Napoleon crashing to his doom. It will be the vicious wastage of German man power by the callous militaristic

caste that will finally bring the present shabby claimant to world domination to his knees. How infinitely important, then, is every organized effort to conserve human life, and the important materials that make man power potent in conflict.

From the point of view of property damage and loss through carelessness, some figures recently compiled by the insurance companies are startling. These statistics show that there was an actual motor insurance loss of \$116,000,000 during the year 1917. This loss was sustained by the 800,000 motor cars which were insured for personal liability. As there were 5,000,000 cars in use, this means that only about one in six carried liability insurance, which is a significant commentary on the total property damage suffered by the entire number of motor vehicles in use in the country.

In summarizing the personal liability losses in motor insurance, the statistics show an increase in losses of thirty-nine percent as compared with 1916 and of fifty-five percent over the preceding two or three years. Obviously, the situation calls for drastic action.

At the present time the cities and towns of America are being roused to the importance of conservation and are being shown how this may be accomplished through one of the most

remarkably efficient publicity campaigns ever conducted. This campaign utilizes that most modern and most effective of all publicity mediums, the moving picture. The man responsible for carrying it on is H. S. Firestone, the tire magnate of Akron, who not only organized it, but has minutely financed it, an undertaking demanding a plethora of pocket-book and an unbounded enthusiasm.

Fortunately Mr. Firestone found the responsible portion of the American public ready and glad to co-operate with him in making his conservation film, "Careless America," the most stupendous success ever achieved in constructive publicity. He found public officials everywhere willing and anxious to lend every aid to make the campaign entirely successful. In New York, Francis M. Hugo, Secretary of State, endorsed the idea and gave the support of his office to furthering the plans. Mayor Hylan and Police Commissioner Enright in New York City entered heartily into the spirit of the thing and bespoke a first showing of the film for the metropolis. During the first week of the run of "Careless America" it was shown in 493 movie theaters in Greater New York, the attendance at the exhibitions approximating 493,000 persons.

During the period when the film was in the making, 6,000 police departments made application to have the campaign extended to their communities. All the Secretaries of State throughout the entire country have aided the movement by placing their individual stamps of approval on each of the pictures exhibited in their states in the preliminaries to the campaign.

In Newark, N. J., the initial showing of the film gathered a distinguished audience at Proctor's Theater. The exhibition was held under the auspices of W. L. Dill, State Commissioner of Motor Vehicles; Mayor Gillen and Police Commissioner Long of Newark. Children from all the city's schools were taken en masse to see the film and learn from personal observation the first rules of safety in modern traffic.

The automobile clubs in New York and New Jersey were quick to take up the campaign and similar organizations all over the country have fallen into line. Automobile and accessory dealers all over the country have evidenced their desire to help, displaying posters and informing their customers of the progress of the campaign.

For the film itself, it is thrilling enough to make the audience forget that there is no love motive or comedy. Competent movie actors gave their services to portray the common hazards of modern traffic and show how they may be avoided. In the making of one reel of the film nine automobiles were demolished. Man, woman or child, the person who sees "Careless America," cannot help coming away from the theater with an understanding of just what sets cause accidents. The mother who has allowed her children to make a playground of the streets, the man who drives his car after dining and dining too well, the speed maniac, the careless pedestrian, the heedless driver, all have the inevitable results of their folly or criminality brought finally home to them. When Mr. Firestone's splendid campaign has run its course throughout the country we may still be heedless, but we shall be less careless America.

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\$3.00 Per Hour \$3.00 (\$1.00 Minimum)

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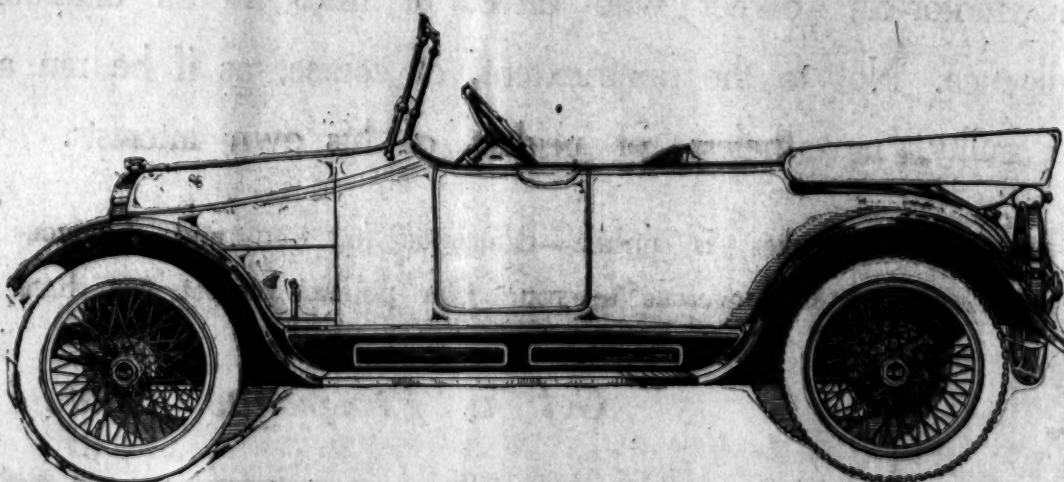
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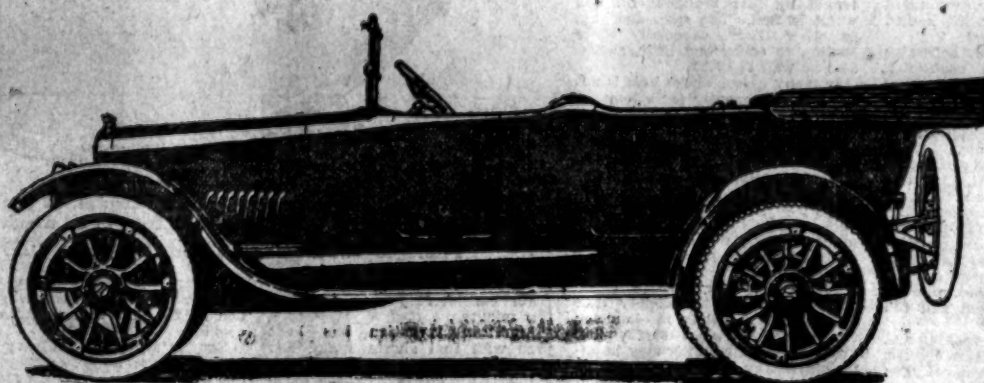
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The reason for
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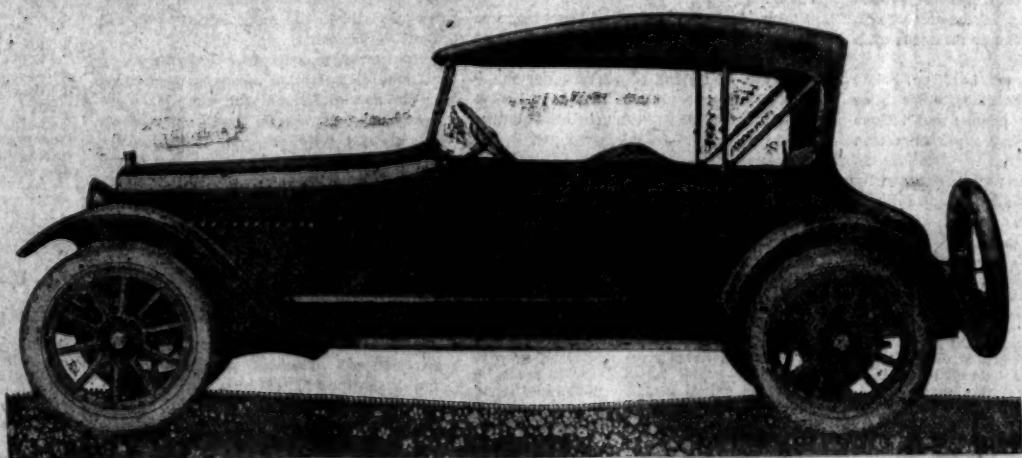
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CHANDLER SUPERIORITY

THE CHANDLER MOTOR is the dominant feature of the Chandler-Six, and it has been developed to a point approximating perfection. Time has shown that a six-cylinder motor, correctly designed, gives all the power and flexibility of power that any motor can give; that it has life and snap and go; and that it offers genuine economy of operation



Still, the CHANDLER-SIX is not simply a motor with a car built around it. The complete harmony of every detail of construction, the perfect unity of the whole car, impresses even the casual observer. The fine motor is mounted on an equally fine chassis, and on this chassis are mounted splendid bodies of various types.



THE CHANDLER

appeals to the eye, to the senses, to the sound judgment of the experienced motorist, and to the keen discernment of the buyer seeking fine quality linked with honest price.

We invite you to inspect our stock of
**LIMOUSINES, TOURING CARS
AND ROADSTERS**

We shall be delighted to demonstrate any of these cars. Arrange your own time.

We are agents for the following well-known British cars:

NAPIER - SIX — CLEMENT - TALBOT — ROVER — STANDARD

The factories have been released by the Government and cars are now being manufactured. We expect to receive shipments within a very short time.

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By Mrs. Christine Frederick.

The Distinguished Authority on Household Efficiency.

how to operate it at the maximum of efficiency. It is a mistake to "force" any heating plant too much, because this is extremely wasteful of coal.

which may be attached to any ordinary gas burner. It looks like a gigantic mushroom and radiates

furnace. A valve releases a small amount of kerosene on the burner which is lighted by a match. When

But possibly the most important fuel saver is the great desire to

war, but will also develop a desirable characteristic and habit in people themselves.

By Lina Cavalieri,

Tested Coc

King's Recipes

To 1 cup of mayonnaise add 5 table
spoons chili sauce, 1 finely choppe

Let stand 2 or 3 hours before serving.

Rice Flour Cake.

It is expected that by Autumn the grouching of either sex will be awakened by the welcome sound of a container with breakfast at the door.

Apriort and Hominy Scallop.
—OKE enough hominy for bread.

The first of these community kitchens in the United States had its headquarters at No. 213 West Seventy-ninth street, New York. These expert cooks prepared, served

The consulting board includes Herbert L. Satterlee, Dr. S. Josephine Baker, head

Clam cocktail, celery, olives, bouillon, mushrooms saute, roast stuffed turkey or roast ribs of beef, cranberry

"That there is need of scientific feeding is shown by the statistics of health departments of many large cities in the United States, and especially in New York, which

issued, and all special food requirements are strictly followed. All materials are used to the greatest advantage and in the smallest quantity. The service corps is equipped with the latest medical equipment.

No great knowledge of household economy is required to understand how much a community kitchen like this saves. In the first place, the raw materials, bought in wholesale quantities, cost much less

domestic help, and many others, ranging from the isolated occupant to the hall-bedroom in a rooming house to families living in private homes and the highest type of apartment houses."

It will be much better butter, and the allowance for the family will be not an ounce less than hitherto.

It would be a miracle, you say? Well,

Empty the jar into a bowl and you have two pounds of delicious butter. Put the butter in the butter-milk if it is hard and

Containers are completely sterilized as soon as they are returned to the station. Three automobiles are gearing out their tires rapidly in the service. The container of food is left at the hour ordered at the home. With it is left a messenger the day

The contrivance is most ingenious, yet simple. You turn a crank and, by the help of gearings, a "dasher" inside the churn revolves with great rapidity.

Put a pound of butter in the church

ordinarily in order that it may keep. This milk-charged table-butter does not keep long. It is a fresh, delicate product that should be consumed within a very few days, and meanwhile kept in a cool place.

Fifteen women comprise the staff of the American Food Service's first central kitchen. The chief cook is no black mounted male of violent temper. A low-voiced, cultivated English woman whose

HARRIERS LARK ON MUD COURSE

Go Through Hard Seven-Mile Cross-Country Run In Spite Of Rain

G. ROSE COMES IN FIRST

Scaled Handicap Gives T. McKenna, Second Man, First Place And Leg On Cup

Rain and mud ruined one cross-country chase yesterday—the paper hunt—but it failed to stop the Harriers. Despite the wet the Club turned out a good field of runners and the 7-mile championship and scaled handicap eventuated into one of the most stubbornly contested events of the season.

On paper before the race it looked as though the battle for individual honors would simply lie between J. Smeeden, winner of the Defense Forces race of last week, and B. Lawrie Smith, but after Mr. T. McKenna had sent the men away from Hongkew Park to a good start along the Kiangwan Road things shaped up differently. The Club's veteran runner, Tom McKenna, jumped into the fore and led the pack over the soggy ground along the road at the rear of the rifle butts, and away to the back of Kiangwan Race Course. He was still leading the field at the four mile mark when one of the Club's promising youngsters, G. Rose, caught him and annexed first position. The two went along in this fashion until a mile from home, when Smeeden, who had come a nasty cropper amid mud and water at the rear of the Race Course, pushed up into second place. He and McKenna fought hard to overtake Rose and in the spurt the former got badly troubled with slush, being forced to slow down and as the finish hove into view, C. Rose came up with a dash, just beating McKenna out for second. The space of 40 seconds spanned the first three runners in. The winner's time was 42 minutes, 45 seconds. The luckless Smeeden could get no closer than fifth, while Smith, who was distinctly off color, finished among the also rans.

In the scaled handicap, in which all runners start from scratch, not knowing their allowances until after the race, McKenna was first man, G. Rose second and C. Rose third. McKenna thus takes his first race of the season, after scoring two seconds and takes a leg on the silver cup, besides having the honor of beating last week's winner.

With a dry course the results would probably have been shifted, for yesterday was preeminently a medlarkers' day. It was a case of slog from start to finish.

Interest is being shown in the Harriers' open road race announced for March 29 and a good field of entries is looked for.

The Harriers are also preparing, as will be seen from an advertisement in another column, for a comprehensive field meet to be held May 3. There are to be no less than 20 events and the contests are open to all amateurs who are members or visitors of various local clubs. Entries will close on April 23, and should be sent to Mr. Frank W. White, honorary secretary of the Sports Committee.

Presentations Made To Two Policemen

Detective Sergeant Bertram Hemmingsway and Constable E. Ritchie, who leave for London tomorrow, were given rival send-offs yesterday by their brethren of the Municipal Police. Hemmingsway was the recipient of gifts from the Chinese detectives, the foreign detectives and the uniformed foreign police. He goes home with a set of binoculars, a steamer trunk, a gold wrist watch, a set of gold cuff links and the memory of "Jaguar" about three sheets to the wind. The monkey imbibed a whiskey soda to show his former champion that he, too, was sorry.

The big doings took place at the Yih Ping Shang where Mr. Ritchie was presented with a handsome traveling bag. There were speeches galore, songs and a big dinner. Mr. R. R. Crooks was in command and his first lieutenants were Sergeant Elliott, Sergeant Groves and Sergeant Langford.

Smiles from the Mixed Court



For many dragging hours he had walked the streets, looking for employment, or a solvent friend. Up one winding alleyway and down another, the haunts of former acquaintances, he had passed, but no philanthropic face, no shop proprietor or craftsman in need of an industrious assistant could he happen upon. Into strange byways he ventured and on and on led by hope and prodded by desperation, and still he met but with suspicion, indifference or more lived discouragement. His spirit drooped and his feet were sore and the search for the cost of a night's lodging ran hopelessly on into the dusk of evening and had more than fair to lose itself in the night.

And then, as he rounded into Boundary Road and his blistered feet registered agonized protest to further contact with the pavement, hope flickered up again just ahead. On a daisied siding there reposed an idle tramcar, snug, unattended and inviting. The weary pilgrim hoisted himself up to the platform with a last, inspired effort, staggered within, carefully closed the door to thwart the chill night breeze and collapsed upon the long seat, his last long sigh turned, halfway, into a snore. Then, in fortune, thrown briefly off the seat, struck his head again and terror supplanted slumber in this itinerant boudoir. The sleeper awoke to a realization of demons dancing on his chest and fled shrieking from the car, pursued by three dim, yelling specters. Huddling blindly he collided with a uniformed figure. Humiliating discourse, more painful walking and then the police station.

This was the doleful picture sketched by Woo Kung-ming, one of the following by three employees of the Tramway company.

At 8:15 o'clock on the night in question three figures were seen to enter an idle tramcar standing on the Boundary Road siding. Watched by the tramway employees, they were observed to uncover several of the light bulbs from the car's interior. Alarm, chase, and the arrest of one of the thieves—Woo Kung-ming.

The court decided that anyone wanting rest badly enough to seek it in a tramcar certainly deserved it, and ordered a quiet apartment turned over to Woo for two weeks.

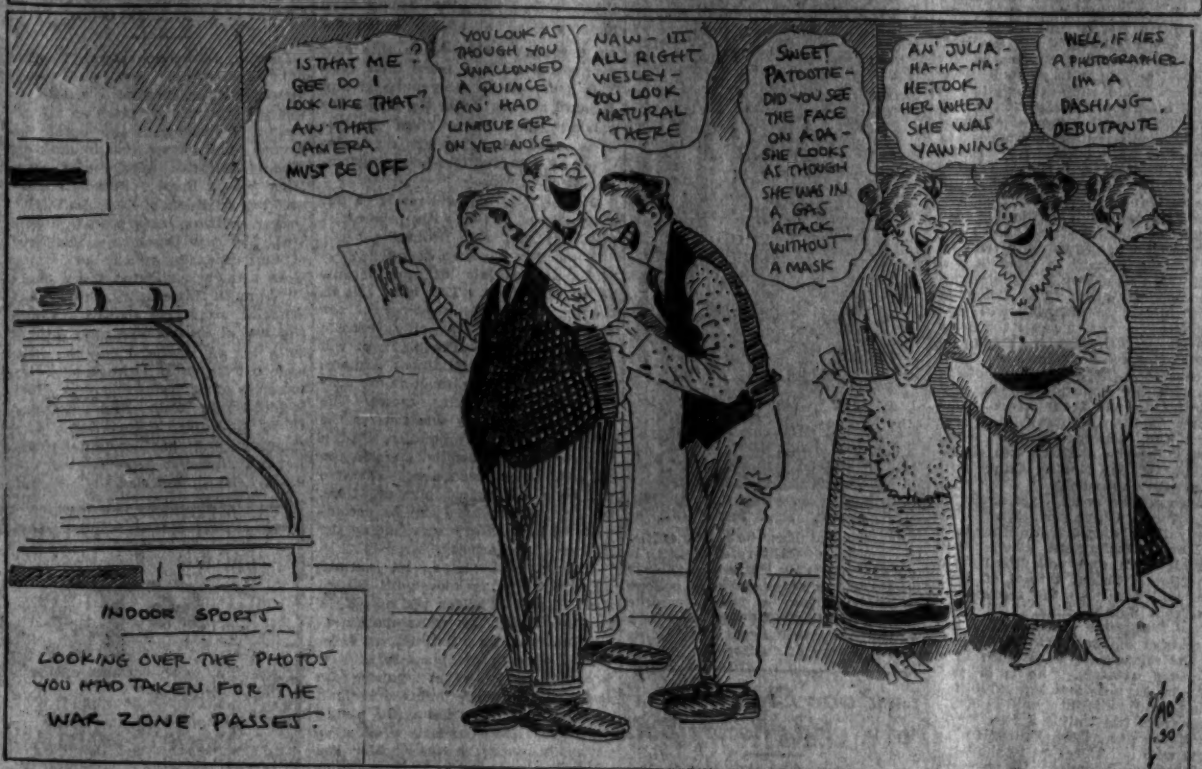
Confidence Betrayed
Caught in possession of three pieces of lead belonging to Deun Yoo-mung, Zan Pan-ling smiles ingratiatingly upon his sixth captor despite a large silver dollar into the latter's palm and murmurs something about how nice it would be if the policeman would only gaze intently at a point across the street for a brief space—say long enough for a fast man to reach the nearest alleyway. Which bit of indiscretion Zan may now ponder over unannoyed for a week.

Diagnosticians Disagree
The policeman who made the arrest mounted the stand and told in graphic style how Zee Kwe-kwe, alleged mafio, had been found fast asleep on his box while the angered traffic of Klukiang Road swirled about him.

"I was not asleep," stoutly asserted Zee. "I freely and cordially admit that the policeman thought I was asleep. It was a natural mistake for him to make. But I was only suffering from sore eyes."

After which Zee, still unconvinced, paid his \$1 fine.
More Cheers for the S.P.C.A.
Of course the simplest way to carry two chickens while riding a bicycle is to tie their necks together and sling them across the handlebars, but when they're alive it's rather rough on the birds. And besides it doesn't sit in with the Municipal statutes, a fact which it cost Nyl Ah-sung \$3 to find out.

INDOOR SPORTS By Tad



LOOKING OVER THE PHOTOS YOU HAD TAKEN FOR THE WAR ZONE PASSES

At The Theaters

The dramatic surrender of the German high-seas fleet will be pictured at the Apollo Theater beginning tomorrow night. The film is the first pictorial record of the historic episode received in Shanghai and shows "Der Tag" from the time the Allied warships left to meet the surrendering fleet, until Beatty's famous order "the German flag will be hauled down at sunset and not hoisted again without permission." The armistice celebration in London and late American war happenings will be pictured in a late graphic: A Thomas Ince production, "Chicken Casey," in five parts and featuring Dorothy Dalton, rounds out the program.

Charlie Chaplin appears in "Shoulder Arms" this afternoon and tonight. The picture has broken all records as a drawing card, packing the Apollo at each screening. At the matinee this afternoon children will be admitted at popular prices.

"Tarsan of the Apes" a picture produced in the jungles of Brazil by 1,000 people at a cost of \$1,500,000, will head the bill at the Olympic Theater beginning Friday. The picture is in eight reels and is "a masterpiece of primeval life," according to Willard Mack.

Mary Pickford and Charlie Chaplin are both on the bill at the Victoria Theater this afternoon, tonight and tomorrow night. "Cinderella," a film that delighted big houses last night, will feature Mary Pickford and new Chaplin comedies are on the program.

Vaudeville will hold the boards at the Isis Theater tonight, boxing is scheduled for tomorrow night and pictures will be resumed Tuesday.

There will be a matinee this afternoon with the ninth and tenth episodes of "The Mystery Ship" and the eighth episode of "The House of Hate" on the program.

Tonight's vaudeville performance includes Mr. and Mrs. Blackman in a short skit, "A Mistake," and Mr. Lambert, musical composer, imitator and transformist.

Misses Woods At Astor

The Misses Allen and Dori Woods will open an engagement at the Astor House and Palace Hotel tomorrow. They will appear at Astor House tea dances Tuesday and Friday afternoon, at the Palace Hotel dining room during dinner tomorrow night, at the Astor House lobby during the five and seven and nightly at the Astor House dining room beginning Tuesday.

China To Have Strong Team At Coming Olympic Games

Well-Balanced Aggregation Of Star Performers For Manila Meet Is Aim Of Committee

Definite plans for the selection, training and accommodation of athletes to represent China at the coming Far Eastern Olympic games at Manila will be made at a meeting of the Committee to be held tomorrow night.

Unusual interest is being manifested in all parts of the country in many districts men have started training under appointed coaches and China will be represented by the best all-around group of athletes stars available when the fight for the athletic supremacy of the Far East starts at Manila on May 12.

Japan will not be as strong as last year, the Philippines will have its strongest representation. The cause for the weakness of the Japanese team is the conflict with college examinations, which come in May. The committee in charge of the Japanese team asked for a postponement until August. This would be impossible because of the rainy season in the Philippines and China, too, objected.

Circulars have been sent to all districts in China by Mr. A. H. Swan, secretary of the committee for China, announcing that the national tryouts planned at Hongkong had been abandoned and urging the district coaches to spare no efforts in moulding a championship team to represent China.

A committee in North China has been appointed by the North China Athletic Federation for the selection of track and field men. Mr. P. C. Chang of the Nankai School in Tientsin is the chairman. Other members are Dr. Arthur Shoemaker of the Higher Normal School in Peking, Mr. Lockley of the Tientsin Young Men's Christian Association and Mr. E. W. Clark of the Peking Young Men's Christian Association. This committee has set standards which candidates must come up to in order to be selected for the China team. There is great interest in the schools of North China in this event, and the athletes are anxious to be picked, especially since somewhat of a new crop has come up since the Japan games. Most of the athletes who went to Tokyo have left school and have either gone into business or have gone abroad to study.

The faculty of Tsinghua College, the American indemnity college in Peking, is considering what special arrangements can be made so that the athletes in that school will not be penalized by their absence from college just before the examination period. Mr. Y. C. Chang, President of Tsinghua, has expressed patriotic interest in making it possible for these athletes to represent

Today's Concert

At the Rand performance in the Town Hall this afternoon at 4:30 o'clock, the following program will be given:
Overture—"Zampa" Herold
Trio for Piano, Violin and Cello Beethoven
(a) Allegro
(b) Largo
(c) Rondo a la Polacca
The Moscow Trio
(a) Song—"Erofiek" Orie
(b) Song—"Au Printemps" Gounod
Introduction to Rondo Capriccioso Saint-Saens
Violin Solo: Mr. V. Strulov
Suite de Ballet Gretry
(a) Tambourin
(b) Menuet
(c) Gigue
A. de Kryzer, Conductor-in-Charge.

REVIVAL OF BOXING OLYMPIC CLUB AIM

Monday Card, If Supported, To Be Forerunner Of Others; Iron Box Coming

This week may see the revival of boxing in Shanghai. Following the announcement of the Olympic Club smoker at the last tomorrow night comes the news that Iron Box, former bantam and lightweight champion of the Orient, is to open boxing classes here as soon as suitable quarters are obtained. Box is also open to engagements and will scrap anyone of any weight in Shanghai. He was due to arrive here on the Columbia yesterday from Manila but laid over at Hongkong, according to passengers.

Tomorrow night's show offers promise. Little is known of the boys in the bouts except that they are willing and are boosting the establishment of the boxing game here. The scrappers are said to be evenly matched.

Should the attendance warrant it the management plans to give regular boxing entertainments. This may mean the introduction of Filipino boxers in local fight follow-ups.

Several objections are being met by the promoters and there is a bare possibility that the announced program will not be staged. Due announcement will be made in Monday papers if any change in the program is necessary.
The card billed for tomorrow night:
Four-round Preliminaries
Young Hackenschmidt vs. Jack Hanson 125
Eddie Hynds vs. Red Emerson 132
Harry Clark vs. Billy Howard 150
Young Corbett vs. Johnny Sherlock 163
Semi-Final—Six Rounds—150 Pounds
Jack Becker vs. Tom Brady
Main Event—Eight Rounds—155 Pounds
George Weimer vs. Jim Parrott

AND THUSENDETH A ROTTEN SEASON

Right Up To The Bitter End The Fiend Of The Elements Pursued

EVEN LAST 'UNT IS STOPPED

In Closing We Picture J. Walker Graphically Describing Figure Eight Among The Ozone

By Johnnie Walker

The final 'unt of this disastrous season was announced for a start at Springfield, French country, and the foxes provided for cancellation up to noon yesterday, the weather being very threatening. At noon the rain held off, but came on heavily as Reynard mounted to lay the trail.

The country had been quite decent going during the week but was in that receptive state when a smart shower would render it impossible. More than a smart shower occurred, indeed it poured all the time the foxes were out, the furrows began to fill and the pace of the layers came down to a squalid walk. Jumping became out of the question and though a simple short course was worked out, at the finish the foxes had to confess that a 'unt was impossible and get back to the start in time to report with the result that the Master and Squire, wisely called the meet off. Very hard lines indeed, but no other decision was feasible.

Thus ends a rotten season. Three runs, one of which a NO 'UNT, and the Handicap! Let's hope for better fare next season. We are all fed up with this.

FOR SALE CHEAP

Three fine cross-country ponies, guaranteed equal swimmers. Owner quitting hunting. Might exchange above for an umbrella and a pair of gum shoes.

Apply to Johnnie Walker, c/o The Pink 'Un.

The 'Unt Handicap

The Clerk of the weather had been growing and sulking, uncertain whether to turn on the tap or not but his better feelings prevailed, and so the long postponed event came off last Wednesday, February 19, as ever was.

The ground had been rapidly drying up and reports from Tuesday riders over the course were very cheery and promising. Wednesday was one of those dull, dark days which make you feel your skin doesn't fit and nobody loves you, but the absence of sun has its advantages for going West in his setting rays, say up Bee and Harrier Lines, makes for trouble. Thus we may dub Wednesday as a perfect hunting day.

The paper was laid during the afternoon by The Master, and as Artery Creek had been cut out and the banks rendered difficult, the course was slightly changed, being laid over a wooden bridge on Warren Road and thence round to Bee Line.

A very meager field of twenty-eight faced the starters, Papa Clark and the General Richard, and no difficulty was experienced in sorting out the classes; all got promptly away, each taking his own line of turtow.

To write of a handicap is difficult. You have no time to look around, your one thought is to cover ground, negotiate jumps, and catch up the bloated ahead. The course was about 5 1/2 miles, with about 60 jumps, including platforms and full of acute angles, calling for horse-manship.

On The Unwisdom Of Prophecy

The Scribe was in the 15 minute class and got well away but was passed by Tom Wilson on the Earl, who was going very strong but seemed to jump rather wildly; he was more so well that The Scribe mentally put his money on Tom as the winner. However it is wise not to prophesy till the flags are passed. Tom met a sad end later on.

Up Highland Gipsies the whole class overtook the Burn to Lane Tree and lost a little ground, and again on Warren Road where the trail broke sharp left over the bridge. At this point, Tom and The Scribe passed some two minute men, and later on half way up Bee Line was Mr. Massey who was making re-

